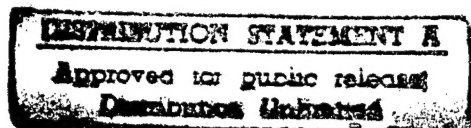


AICUZ HANDBOOK

A Guidance Document for Air Installation Compatible Use Zone
(AICUZ) Program



VOLUME II Data Collection Procedures

WORKING DRAFT

HQ U.S. Air Force
Pentagon
Washington, D.C. 20330-5130

January 1992

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VOLUME II

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1. Overview of AICUZ Procedures for Collecting Operational Data

The Base Planner is a key person in the AICUZ process as is illustrated in Figure 1.1. The title "Base Planner" is used throughout this handbook to refer to the person designated by the installation commander as responsible for AICUZ activities. He/She is usually the community planner who reports to the Base Civil Engineer. The Base Planner's responsibilities include (a) gathering the operational data necessary for a proper analysis of noise impacts, (b) verifying the accuracy of these data, (c) transmitting these data to the MAJCOM in appropriate form, and (d) utilizing the information generated by the noise and accident zone analysis to assist in land-use planning.

This and subsequent chapters of the manual describe in more detail the procedures involved in preparing the noise study for AICUZ purposes. Information is also provided concerning certain optional data which may be simultaneously generated and which may be useful for planning purposes outside the basic AICUZ objective. Specifically, Chapter 2 describes the data collection procedures and completion of the AICUZ Data Sheets. Chapter 3 outlines the use of the BASEOPS computer program (available through AFCESA/DMPO) which should be run locally by the Base Planner to input flying operations and maintenance data. Chapter 4 describes the various forms of output available from NOISEMAP, the computer program used to predict noise impacts from base operations.

From Figure 1.1, we see that there are several key steps of the AICUZ procedure which involve the Base Planner. It is the responsibility of the Base Planner to obtain information from pilots, unit commanders, operations and maintenance personnel on the number and type of aircraft operations conducted at the installation. Personal interviews with key personnel are usually the best means of obtaining the required data. The Base Planner then enters this information onto the AICUZ Data Sheets following the guidelines given in Chapter 2 of this volume. Entering data directly into the BASEOPS program is the latest method and its use is encouraged at this time. The transition is now taking place from manually completed AICUZ forms to BASEOPS. The assumption in this Handbook is that AICUZ sheets are to be filled out prior to entering the data into BASEOPS, and used as backup. During the transition to BASEOPS, AFCESA/DMPO will require copies of the AICUZ data sheets along with BASEOPS data disketts provided by the bases.

Assistance on AICUZ policy matters and procedures are available to the Base Planner through MAJCOMS and HQ USAF/CEVP. Assistance concerning technical matters involving the data collection phase, BASEOPS, and the generation of noise contours is available from AFCESA/DMPO.

The data recorded on the AICUZ data sheets must then be entered into the BASEOPS program which operates on an IBM PC or compatible computer system. The BASEOPS computer program analyzes the data and provides a summary which can be used to check the operational data collected. The proper use of the BASEOPS program is summarized in Chapter 3 of this volume.

The information submitted by the Base Planner is subsequently transmitted through proper channels to AFCESA/DMPO where it is input into the NOISEMAP program. The primary end-product of the NOISEMAP analysis is a set of contours which are overlaid on a base map along with the accident potential zones to determine recommended land-use categories. Chapter 4 presents an example of such contours and describes the various optional forms of NOISEMAP output which are available to aid in land-use planning.

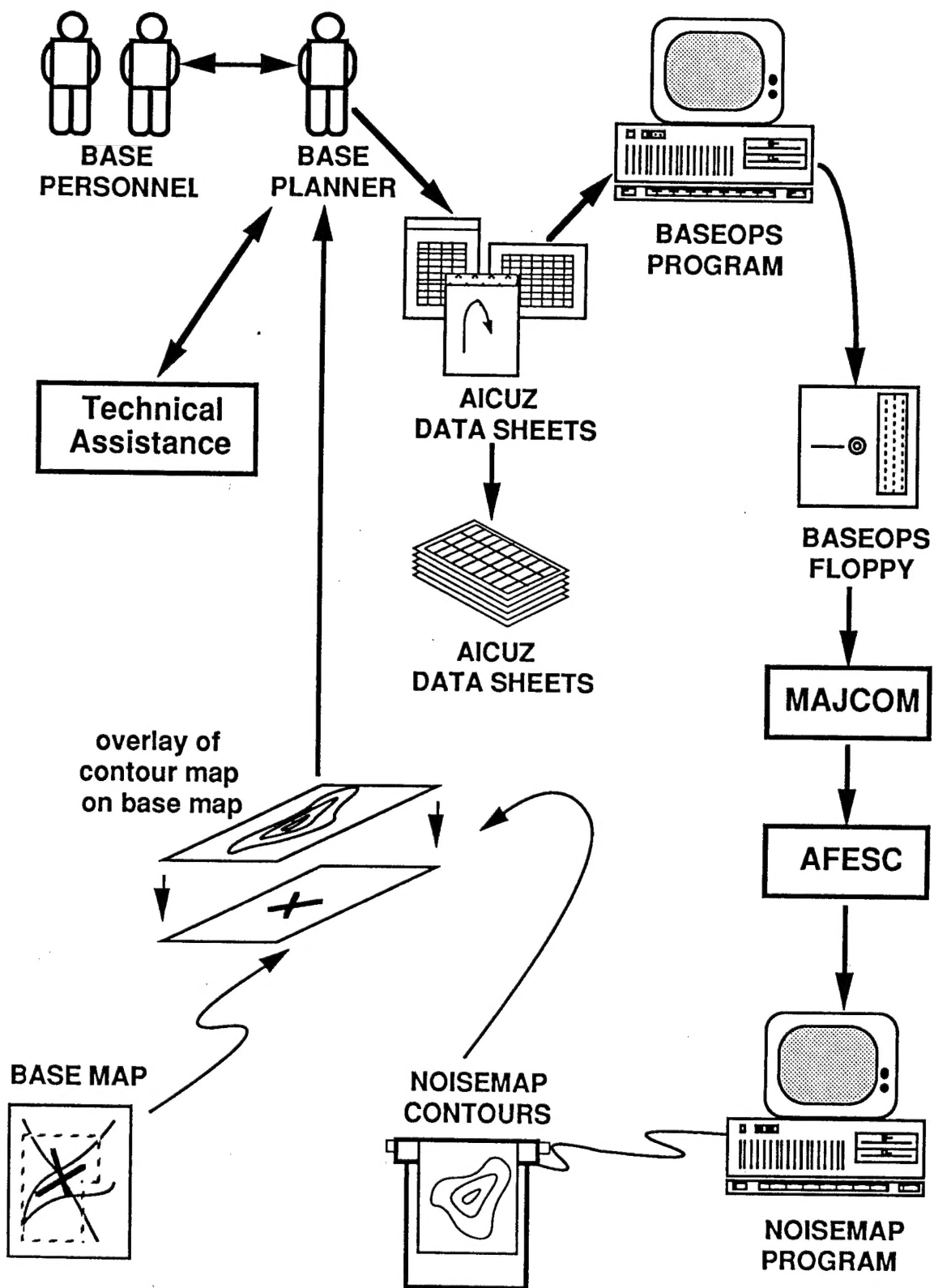


Figure 1.1 Overview of the Process for Generation of Sound Level Contour Maps

The accuracy of aircraft operational and performance data obtained for input into NOISEMAP is critical to the prediction of accurate noise contours. The following chapters have been prepared to present an accepted procedure for collecting such data and entering those data onto the AICUZ data sheets. The data requirements for a NOISEMAP computer run are extensive and represent operations for each aircraft on a daytime and nighttime basis as well as flight profile data; i.e., power settings, air speeds, altitudes, and track distances for each segment of each flight, along with ground runup data from engine maintenance activities. The data from the AICUZ sheets are then entered into the BASEOPS computer program at the base.

Once the data entry is complete into BASEOPS, the following items should be sent to HQ AFESC (through the appropriate MAJCOM):

- AFCEA
- (a) a copy of the AICUZ data sheet package (including the various options to be studied),
 - (b) an IBM PC compatible diskette with the complete set of input files to BASEOPS,
 - (c) the C-tab map identifying the locations of ground run-ups,
 - (d) additional files on the PC diskette representing completed BASEOPS input for any options to be studied, and
 - (e) a copy of the cover letter sent to the MAJCOM, which identifies the responsible base individuals in the data collection process.

Once the diskette containing the data and a copy of the AICUZ data sheets are sent through the MAJCOM to AFCEA/DMPO, the noise contours are prepared and a quality assurance review is made. The noise contours are subsequently reviewed at the Base and MAJCOM and any changes or corrections to the input data are forwarded to AFCEA/DMPO for the preparation of revised contours. A number of iterations (between the base and AFCEA/DMPO) may take place until all parties are convinced that the AICUZ data package is complete and accurate and the noise contours are finalized.

2. PREPARATION OF THE AICUZ DATA PACKAGE

2.1. Introduction

This section deals with the procedures required to collect the information for the AICUZ data package. The community planner at the Base is usually the individual responsible for the data collection procedure that results in the AICUZ data package. This section is, therefore, addressed to the community planner at the Base.

It is the responsibility of the data collector to understand the data requirements, where those data can be collected, and pitfalls to be avoided. Also, the data collector must know how the collected information is being used (i.e. how it gets entered into BASEOPS along with the special features and limitations of BASEOPS). Otherwise, the information will most likely be incomplete or inaccurate. It is also the responsibility of the data collector to determine if the Base has special types of operations that are unusual, and to identify any special operations (i.e. AEROCUB operations, Rescue Service aircraft operations, MEDEVAC, etc...) and to be sure that they have been counted.

In order to receive the attention from base personnel that the AICUZ data process deserves and requires, it is recommended that a meeting be held with all internal participants to discuss the process and the kind of data needed from each group. It is wise to speak to the head of each group or unit (Control Tower Chief, unit commander of each flying unit, Chief of Engine Shop, Head of Transient Alert Facility, etc.) before the meeting so that each meeting attendee has been given orders from his superior to give his time and cooperation in an effort to make this process work. AFR 55-34 is an operations regulation which directs flying units to participate in the AICUZ program. At the meeting, let each participant know that draft AICUZ sheets, draft noise contours and tracks will be sent to him for his review for quality assurance purposes concerning the data he provided. His job does not, therefore, end with providing the AICUZ data.

It is important that the data collector work closely with each data provider in order that the data received is appropriate and accurate. One technique that should be avoided is to give base personnel copies of material from this Handbook expecting them to figure out and learn the data collection procedure on their own. The data collector should work with the data providers as much as possible ensuring that they orient their thinking to the way NOISEMAP works. The personal interview method works the best. Here the data collector asks a series of questions and the data collector fills out the forms himself. Once data have been collected, the AICUZ sheets should be returned to the data provider for his review and correction.

Under certain circumstances, personnel from AFCESA/DMPO at Tyndall Air Force Base will participate in the data collection procedure. Conditions for AFCESA/DMPO participation in data collection include emergencies or unusual circumstances, and include a willingness by the host Base or MAJCOM to provide TDY and per diem support for visiting AFCESA/DMPO personnel.

2.2. Review of Data Collection Terminology

Before the data collection procedure is described, a review of some of the commonly used terms is in order. It is the responsibility of the data collector to understand the following terminology used by NOISEMAP and to ensure understanding on the part of cooperating personnel (pilots, Base Operations personnel, engine run-up personnel, etc.). For example pilots have a different definition for nighttime than that which is used for the AICUZ Program. Therefore, make sure that the terminology is clear.

An **Operation** is defined as either one departure, one approach, or half of a closed pattern. A closed pattern consists of both a departure portion and an approach portion - i.e. two operations.

One **Sortie** is counted each time an aircraft is in flight. Therefore, one sortie must consist of at least one departure and one approach. Closed patterns are considered a subset of a sortie, and therefore any number of closed patterns can be done during a sortie, and it will still be considered just one sortie. The term sortie can be confusing, therefore operations (as defined above) should be used. Since some base personnel may use the term sortie its definition must be understood.

The **Track Distance** refers to the cumulative distance (measured from brake release) to the location of the aircraft if one considers the projection of the actual three-dimensional flight track onto the ground.

A **Flight Track** is the ground projection of the flight path of an aircraft. Flight track distances are cumulative distances measured from an origin. For takeoffs, the origin is brake release with flight track distances measured along the takeoff path. For approaches, the origin is landing threshold with distances measured in reverse to the actual flight path. For closed patterns, the origin is runway threshold with distances measured positively around the loop pattern.

The **Flight Profile** refers to the power settings, air speeds, altitudes, and track distances used on a flight segment by the pilot. An advantage to the NOISEMAP model is that custom profiles flown at a Base can be input into NOISEMAP rather than using some "standard" way of flying. The result leads to more accurate contour predictions. This additional accuracy gained is at a price of the user supplying detailed flight profile data for each segment of each flight.

Nighttime is defined as the period from 2200 hrs to 0700 hrs for the purposes of noise modeling. A 10 dB penalty is applied to flights in this time period since this period is when many people are trying to sleep. This definition of nighttime can be confusing to pilots who usually view nighttime flying as the periods of flying in darkness.

SID stands for Standard Instrument Departure, carried out at an Air Force Base. Such a departure is specific to a base and is summarized in the Standard Instrument Departure Plate. Typically, a SID Plate (typically 1 or as many as 4 at a base, one for each key departure direction) is available as separate sheets of paper from Base Operations and has been prepared for pilots. Each SID connects the departure to the air space system beyond the base.

The **Glide Slope** is the angle above the ground (typically 3 degrees) that aircraft approach a runway under instrument approach. This glide slope is obtained from an ILS Approach Plate.

A **VFR Closed Pattern** is a closed loop or pattern made by an aircraft in the close vicinity of the runway (within a mile or two lateral to the runway) using visual flight rules (no instruments).

A **Radar Pattern** is a closed loop or pattern made by an aircraft using the radar system. Such a pattern is usually quite large passing several miles downwind and crosswind to the runway.

An **Overhead pattern (overhead break)** is a special type of approach in that instead of a straight-in, the aircraft splits off to the left or right making a spiral-like descent to the ground.

A **Functional Check Flight (FCF)** is a special flight done for any aircraft in which the aircraft is being tested after some critical maintenance has taken place. For example, if both engines of a 2-engine aircraft have been removed, an FCF flight to test the aircraft will take place. As a higher risk flight, only a minimum crew would be used in the flight. FCF flights can be noisy as in the case of an F-16 since the FCF flight involves afterburner or maximum power takeoff.

The **Magnetic Declination** is the difference between the reading on a compass and true north. The value is obtained from the airfield diagram in the FLIP publication available at Base Operations.

A **Tab C-1 Map** is a map of the base available from Civil Engineering detailed enough for the Engine Shop to identify the location of engine maintenance runups.

Stan/Eval is the abbreviation for Standards and Evaluation section of a unit. Stan/Eval pilots are basically instructor pilots who set guidelines for other pilots on how to carry out the various flights in the vicinity of the base.

DME is a navigational aid such as the VORTAC. The term "10 DME" means 10 nautical miles from the navigational aid. DME stands for distance measuring equipment.

2.3. Collection of Data for an AICUZ Data Package

In this section, the various types of data that must be collected are both described and the procedure for collecting those data is outlined. The various types of data that have to be collected are as follows:

- (a) Installation Operational Data (section 2.3.1),
- (b) Aircraft Data Summary (section 2.3.2),
- (c) Daily Operations data (section 2.3.3),
- (d) Flight Track Sketches (section 2.3.4),
- (e) Flight Track Inventory data (section 2.3.5),
- (f) Flight Profile data -aircraft performance data (section 2.3.6), and
- (g) Ground Run-Up Locations data (section 2.3.7).
- (h) Engine Ground Run-Up Summary (section 2.3.8).

These various types of data that have to be collected correspond directly to the AICUZ sheets on which they are recorded (the AICUZ sheet titles are the underlined words - i.e. "Ground Run-up Locations"). A set of blank AICUZ Data Package sheets is available in Appendix A. For each type of data, where relevant, the discussion will include the following:

- a) the information that is required and how it is used,
- b) the procedure for entering those data onto the corresponding AICUZ sheet,
- c) the data that must be collected,

- d) where to collect those data, and
- e) how to analyze the raw data to get it in the form required by the AICUZ sheets.

The above types of data apply to **assigned, transient and civil** aircraft. While few Bases are joint-use facilities (facilities where both military and commercial civil aircraft are flown at the Base), there may be more of them in the future, and the procedures for collecting data for civil aircraft outlined here can be applied to other miscellaneous non-military aircraft operating at the Base. For the purposes here, civil aircraft are considered to be commercial, AEROCUB, general aviation, air courier, and other similar non-military aircraft.

Two other topics, related to data collection, are discussed in this section. The first, deals with the collection of data for helicopters (section 2.3.9). The second section (2.3.10) involves the choice of temperature and relative humidity for NOISEMAP computer runs.

The emphasis of this section (2.3) is on the general principles of data collection. In order to make the data collection procedure clear, the Scott Air Force Base is used as an example of the methods of data collection that apply at both regular Air Force Bases and at joint-use bases (While Scott AFB is currently not a joint-use facility, it is being proposed to become joint-use and this document will include some of those proposed, joint-use facility operations data in order to show joint-use data. Section 2.4 presents the complete AICUZ data packet for Scott AFB.

2.3.1. AICUZ Installation Operational Data

The first data sheet that usually appears with an AICUZ data package is the AICUZ Installation Operational Data sheet. These data are used by BASEOPS and NOISEMAP primarily to describe the geometrical dimensions of the airfield and to orient the airfield so that flight tracks and contours can be mapped.

Figure 2.1 is an example of the AICUZ Installation Operational Data sheet, filled out with the information for the Scott AFB Airfield. The following information is recorded on this sheet:

- a) the Base name and the state in which it is located,
- b) date that the sheets were prepared,
- c) the glide slope,
- d) the magnetic declination (MAG DEC) of the air field,
- e) the average TEMPERATURE at the air field,
- f) the average HUMIDITY at the air field,
- g) the runway identifiers (IDENT.),
- h) the geometrical dimensions (Length) of the runways,
- i) the coordinates (North and West) of the ends of the runways,
- j) the elevation (ELEV.) of the installation above sea level,
- k) the NAVAIDS identifiers (IDENT.),
- l) the TYPE of NAVAIDS, and
- m) the coordinates (North and West) of the NAVAIDS.

Some of the above data can be collected from the publications "High or the Low Altitude Instrument Approach Procedures" otherwise known as the DOD Flight Information Publication (FLIP). The latest version of that publication can be obtained from Base Operations. Look up the airfield diagram of interest. Runway widths and lengths will be identified (along with runway identifiers) in the diagram for each runway. The elevation of the Base, abbreviated "ELEV," is identified inside a small box that is a part of the airport diagram contained in the FLIP publication.

AICUZ INSTALLATION OPERATIONAL DATA FOR

PRESENT AND FUTURE
MILITARY RUNWAYS

SCOTT AFB IL
(BASE) (STATE)

TEMPERATURE: 34.5° F 25 JULY 1990
HUMIDITY: 73.25% (DATE)

ELEVATION: 453'
MAG DEC: 1.0° East

RUNWAYS							
IDENT.	W	L	GLIDE SLOPE	END COORDINATES			
				N	W	N	W
14 - 32	*	7061'	3.00°	38°32'59.3"	89°51'34.3"	38°32'08.7"	89°50'32.8"
14Z	*	8061'	3.00°	38°33'06.4"	89°51'43.0"	38°32'08.7"	89°50'32.8"
32Z	*	8061'	3.00°	38°32'01.6"	89°50'24.1"	38°32'59.3"	89°51'34.3"

* NOISEMAP computer program provides standard width.

NAVAIDS			
DENT.	TYPE	COORDINATES	
		N	W
BL	NDB	38°27'52.92"	89°51'34.06"
SKE	TACAN	38°32'41.68"	89°50'57.56"

Figure 2.1 Example Installation Operational Data, Scott AFB.

The "magnetic declination" which is the difference between the reading on a compass and true north, is also obtained from the airfield diagram in the FLIP publications mentioned above. The "glide slope," abbreviated "GS," is obtained from the ILS Approach Figure in the FLIP publication. Figure 2.2 is an example of the airport diagram available in the FLIP Publication for Scott AFB. Figure 2.3 is an example of an ILS Approach Figure also available in the FLIP Publication for Scott AFB.

Navigational aid data are obtained from the "IFR-Supplement," also obtainable from Base Operations. The coordinates are to be given in terms of latitude and longitude. Requested for the AICUZ Installation Operational Data sheet are the identifier, the type and latitude/longitude coordinates for the navigational aids such as: "TACAN," "VOR," "VORTAC," "NDB," and "VORDME."

The choice of the "Temperature" and "Humidity" can be determined with a procedure that is outlined in section 2.3.10.

Only a rough estimate of the the latitude and longitude of the runway end points can be obtained from linear interpolation of the latitude and longitude lines on a map containing the airfield. Sometimes when rough estimates of the latitude and longitude of the runway end points are used in BASEOPS (and ultimately in NOISEMAP), parallel runways may not appear to be exactly parallel. Accuracy of runway end points to degrees, minutes, seconds, and to tenths of a second are required to pin down the runway locations to within 10 feet of their actual location and would assure better orientation of parallel and perpendicular runways. Few maps have those runway end points to that accuracy, yet the Base Civil Engineer's office should have the most accurate data on the latitude and longitude of the runway end points. The best estimate of the runway coordinates should be worked out before entering data into BASEOPS.

2.3.2. Aircraft Data Summary

The Aircraft Data Summary sheet should be filled out by listing all of the aircraft, along with their specifications, that fly at the Base. These data are used in assessing how to simulate the various aircraft at the Base when using BASEOPS and NOISEMAP. This information simply is recorded, as in Figure 2.4, with

- a) the AIRCRAFT IDENTIFIER (name or number),
- b) the corresponding aircraft CHARACTERISTICS (i.e. engine type, series of the aircraft, etc...).

The assigned, transient, and civil aircraft should be included in this list and should be separated from one another. Figure 2.4 shows the assigned aircraft at Scott AFB.

Information on the type of aircraft flown can be collected from the same sources as total daily operations data. Please refer to the next section for a detailed explanation of the sources of these data.

2.3.3. Daily Operations Data

2.3.3.1 Introduction

Daily operations are listed for each aircraft in the "Daily Operations" data sheet. Included in the daily operations data are all the operations (frequencies and times) for all of the assigned, transient, and civil aircraft. For the purpose of clarity, the operations for the assigned, transient, and civil aircraft are best separated or placed on different pages. Figure 2.5 is an example of the Daily Operations AICUZ data sheet for all of the assigned aircraft in the Scott AFB case.

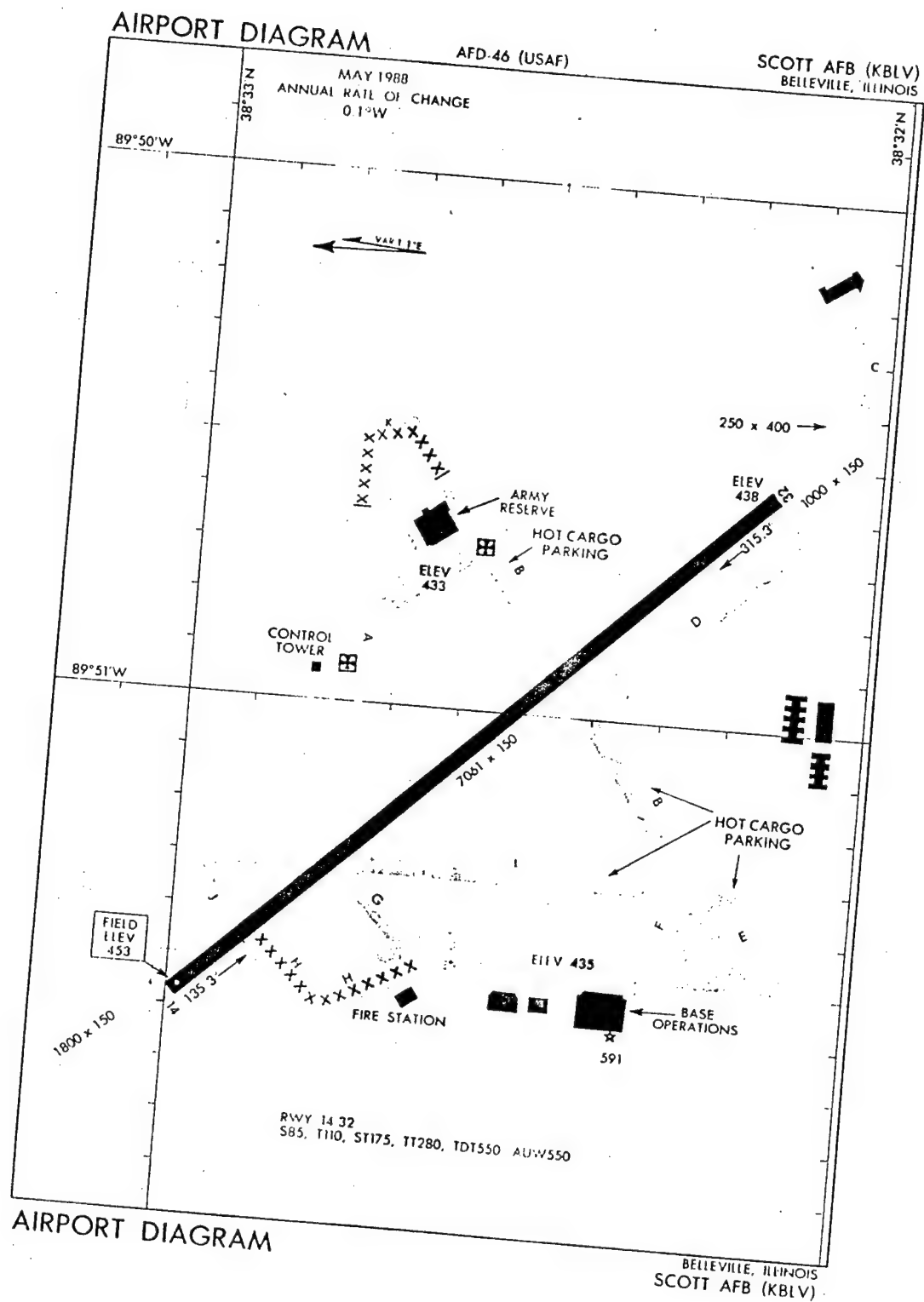


Figure 2.2 Example Airport Diagram from the FLIP Publication, Scott AFB

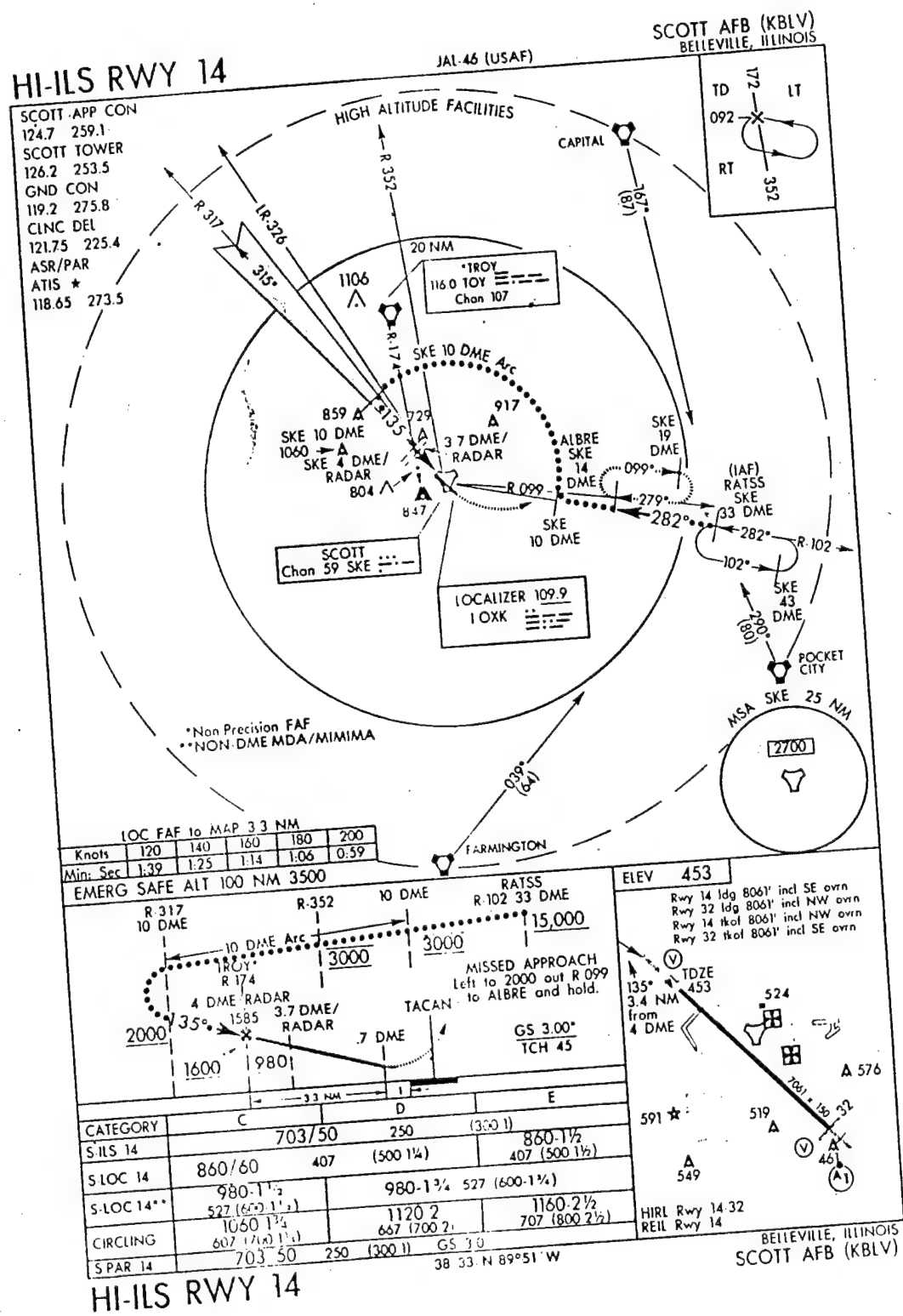


Figure 2.3 Example ILS Approach Diagram from the FLIP Publication, Scott AFB

[illegible]

Figure 2.4 Example Aircraft Data Sheet, Scott AFB

SCOTT AFB
ASSIGNED MILITARY

DAILY OPERATIONS

ALL RUNWAYS

EXISTING / MONDAY THROUGH FRIDAY

TYPE AIRCRAFT	DEPART.	ARRIV.	CLOSED PATTERNS	TAKE- OFFS	LANDINGS	TOTAL OPS.
C-9A	6.49 0.8	6.49 0.8	44.6 0	51.09 0.8	51.09 0.8	102.18 1.6
C-12	2.77 0.1	2.83 0.04	27.3 0	30.07 0.1	30.13 0.04	60.2 0.14
C-21	7.94 0.78	8.2 0.52	59.2 0	67.14 0.78	67.4 0.52	134.54 1.3
C-29	4.497 0	4.497 0	40 0	44.497 0	44.497 0	88.994 0
U-8	0.268 0.134	0.268 0.134	0.134 0	0.402 0.134	0.402 0.134	0.804 0.268
				193.199 1.814	193.519 1.494	386.718 3.308

TAKEOFFS + LANDINGS = TOTAL OPS 390.026

Figure 2.5 Example Daily Operations Data Sheet, Scott AFB

The information required for the "Daily Operations" data sheet are:

- 1) aircraft names
- 2) daytime and nighttime **arrivals**
- 3) daytime and nighttime **departures**
- 4) daytime and nighttime **closed patterns**
- 5) daytime and nighttime **landings**
- 6) daytime and nighttime **takeoffs**
- 7) daytime and nighttime **total operations**

In order to fill out the form in Figure 2.5, the difference between the various entries will be discussed. Within each section of the figure, a diagonal line appears. This line separates the daytime operation (on the top) from the nighttime operations (on the bottom). Both the daytime and the nighttime operations must be collected. Since one nighttime operation is equivalent to 10 daytime operations in NOISEMAP, it is very important to have an accurate count of nighttime operations. Night flying hours are from 2200 to 0700 hours.

An **arrival** operation is considered any non-closed pattern approach to a runway. A **departure** operation is considered any non-closed pattern departure on a runway. **Closed pattern** operations are comprised of a departure segment and a landing segment, and will usually land on the runway from which it took-off. In some cases a closed pattern may depart from one runway and land on another. Keep in mind that each closed pattern is actually 2 operations, since we recognize that each closed pattern is made up of one takeoff segment followed by a landing segment. The **landing** operations are comprised of all of the arrivals operations plus the closed pattern operations. **Takeoff** operations are comprised of all of the departure operations plus the closed pattern operations. The **total operations** are the sum of the landing and the takeoff operations. In essence then, one departure counts as an operation, one approach counts as an operation, and one closed pattern counts as two operations. As a cross check, total departures should equal total arrivals. On a given runway, the departures may not necessarily equal the arrivals - only the totals on all runways combined need be equal. In summary, the following formulas are used to compute the various operations per day for an aircraft,

Landings = Arrivals + Closed Patterns
Takeoffs = Departures + Closed Patterns
Total Operations = Takeoffs + Landings

Or,

Total Operations = Departures + Arrivals + 2*Closed Patterns

With an understanding of the various types of operations that need to be collected, the process of collecting the operations data is now to be discussed. The process of collecting daily operations is dependent on the category of aircraft (i.e. assigned, transient, or civil). Therefore, the process for collecting the operations data will be separated by aircraft category. This information will then be used to determine the **average busy day** operations (as described in section 2.3.3.5). It is strongly suggested that detailed notes be taken on operations schedules and frequencies - and the data collector should not try to complete the AICUZ Daily Operations data sheet without considerable thought given to an adequate definition of average busy day.

2.3.3.2 Data Collection for the Assigned Aircraft

The primary source of information on total operations per assigned aircraft are the Stan/Eval pilots for each unit. They know the typical flying activities of their unit and can tell you the approximate breakdown by day of the week. Wing Schedulers Offices are also a source for information on total operations per assigned aircraft. The base planner should note that AFR 55-34

and related regulations require flying operations organizations to assist him in the AICUZ data collection process.

Included in the consideration of total operations should be routine flying as well as special exercises that may take place on one or two days per month. In summary, the following should be noted by the data collector:

- 1) the typical number of operations (day and night) per assigned aircraft per month, week, or day,
- 2) the number of flying days per month (or week),
- 3) the frequency and schedules of special exercises that occur, and
- 4) the number of closed patterns that occur per day, week or month per assigned aircraft.

2.3.3.3 Data Collection for the Transient Aircraft

Perhaps the easiest data to acquire but the most time-consuming to analyze are the military transient operations. The "Transient Alert Facility" keeps records (the transient log) of each transient aircraft by type and time that arrives and departs from the base on a day by day basis. This kind of recording is very helpful since AICUZ data sheets require a breakdown into daytime and nighttime operations for each aircraft. Transient Alert retains daily and monthly totals which are available. The use of ATC "itinerant counts" are to be avoided since they include aircraft that pass through the air space but do not land. Two pitfalls in collecting the transient aircraft operations data are as follows:

- (1) Some transients that land and are recorded in the transient log do closed patterns. Information on these closed patterns (type and number) can be estimated by the Tower. No written records are available on such patterns. Power profiles must be taken from military default profiles.
- (2) Some transients come to the Base, do not land, but fly patterns then return to their base of origin. No records are kept on them. The data collector must always ask if that happens at his base. Verify the response with Tower personnel. AICUZ data are difficult to acquire on these aircraft but estimates are needed because such operations can add to the noise contours. Use the same method as above (1) to acquire data.

In summary, the following must be collected for transient aircraft:

- 1) records from the transient log for a given year or portion of a year available from the "Transient Alert Facility.
- 2) the number of flying days per portion of the year for which the transient log is valid,
- 3) the frequency, types and schedules of transient closed patterns

2.3.3.4 Data Collection for the Civil Aircraft

Operational data for the civil aircraft that fly at the base must also be collected. Civil aircraft can be commercial, general aviation, air cargo, AEROCUB, and other similar categories. When collecting the operations data for any of the civil aircraft, determine number of flying days per week or month.

In the case of joint use airports, the Official Airline Guide (OAG) provides operations for each commercial aircraft as a function of time of day. The OAG contains information on the type of aircraft flown along with the arrival and departure dates and times. A visit to the airline ticket counters can provide a supplementary printed schedule for each carrier.

The AEROCLUB is a private organization of pilots (both military and civilian) drawn from personnel who work at the Base or their dependents. The AEROCLUB typically flies general aviation aircraft. Interviews with AEROCLUB personnel should be made and operations obtained for their various aircraft (daytime and nighttime). Usually, closed patterns are flown as well as departures and approaches. Ask AEROCLUB representatives to estimate the number, type, and time of closed patterns used. Usually, the AEROCLUB aircraft can be lumped into the categories of single-engine, prop, twin-engine prop, and twin-engine turboprop (if any).

The possibility that cargo flights, commuter flights, or General Aviation aircraft also fly from the airfield should be checked and appropriate personnel should be interviewed. It is usually possible for General Aviation aircraft also to be lumped together into three categories: single engine props, twin-engine props, and twin-engine turboprops. The presence of business jet flights (which can be noisy) should also be ascertained.

2.3.3.5 The Average Busy Day Concept

Operations will differ from day-to-day for the assigned, transient and civil aircraft at most Bases. Therefore, when one is preparing the Daily Operations data sheet, the meaning of the daily operations must be defined. The operations listed on this sheet represent the "average busy day."

The concept of the "average busy day" always requires some judgment in its application. In general, the "average busy day" operations represent the average number of operations that occur on routine busy days. The Air Force does not follow the Federal Aviation Administration in its use of the "average day" in which operations are averaged over an entire 365-day year. The Air Force also does not use "worst-case day" since its frequency is much too low to represent routine exposures to noise. It is this so-called "average busy day" that the Air Force uses to predict noise levels and impacts in the community.

In most cases, the operations that make up the "average busy day" should represent an average of operations for each aircraft over the number of flying days per week. In some cases, there will only be three or four days that could reasonably be used to define the average busy day due perhaps to specific flying activities at that base. For example, at Westover AFB, the "average busy day" was defined as an average over 3 days of the week since the Reserves fly there and they only fly 3 days a week. Usually, it is apparent how to choose the days of the week that will comprise the average busy day and how to average operations over those days. These days will commonly be Monday through Friday for a five day week, or occasionally, Tuesday through Friday for a 4 day week.

There are occasionally exceptions that require some special examination. These cases usually occur because the heavy flying activities of various groups (various assigned military units, transients, and civil) do not overlap well making it unclear which are the busiest days. In such cases, a detailed examination must be made of:

- a) the day-to-day variation of operations of each flying group from Monday through Sunday over a long period of time (typically months). In this charting, nighttime operations (2200-0700) should be taken into account, regarding the nighttime penalty applied in NOISEMAP.
- b) the relative contribution of each aircraft type to the noise contours (a noisy aircraft with few operations may not contribute much; a quiet aircraft with many operations may not contribute much; a noisy aircraft with many operations may be a key contributor). Clearly, weight should be given to the noisy aircraft, if operations are not too low.

The bottom line is to obtain an average busy day for each type of based aircraft. Then obtain the average busy day for transient aircraft (usually 7 days per week). These are then merged together, employing the NOISEMAP program.

As needed, the Base Planner should consult with his external experts on this issue including AFCESA/DMPO (Air Force Engineering Services Center at Tyndall AFB), AAMRL (Armstrong Aerospace and Medical Research Laboratory at Wright-Patterson AFB), and HQ USAF/CEVP.

2.3.4. Flight Track Sketches

All of the flight tracks must be determined for the assigned, transient, and civil aircraft operations. The establishment of the exact location of flight tracks is a very important step in the operational data collection process since the contours are dependent on where, when, and how the aircraft fly. The credibility of the work would be in question if the AICUZ report to the community fails to present a track where aircraft actually do fly. Land owners or developers can quickly pick up on discrepancies of this type and raise questions about the study.

When completing out the Flight Track sketches (see Figure 2.6 as an example departure sketch), the following information must be identified for all types of aircraft (assigned, transient, and civil):

- a) the runway used for the operation,
- b) type of operation (departure, arrival, closed pattern),
- c) the 4 character flight track identification code,
- d) a sketch of the flight track including magnetic headings, radii of turns, and distances on all legs,
- e) inclusion of a brief written description of the flight track, and
- f) names of all the aircraft that fly that flight track.

The footprints of the flight tracks can be determined in a number of ways. The ideal situation is if there are designated tracks that the aircraft are required to fly. Both Control Tower personnel and Stan/Eval pilots or Wing Schedulers Offices for each unit can assist in sketching the ground tracks for all aircraft for all departures, approaches, and closed patterns. One technique is to develop track sketches with Control Tower personnel and then as the various flying units are interviewed, have the Stan/Eval pilots or Wing Schedulers Offices critique the track sketches provided by the Tower. Another option is to trace the flight tracks on the radar scope using a scaled sheet of paper and then grouping the flight tracks into representative tracks.

It is necessary to provide sketches of those tracks along with track distances for each segment of the flight path. It may also be possible to use the average turn radius from different aircraft flying a similar track if the differences are small. Flight tracks that are not significantly different from one another may be combined into one "average" flight track. Also, one sketch is allowed to apply to different aircraft.

All **departures** are considered instrument departures. Visual departures are atypical at Air Force Bases. Departure tracks should be broken down into the various types specific to the Base. Departure footprints and flight tracks are considered to begin at the near end of the runway (i.e. the track distance is zero here because it is the reference point). The runway for a departure matches the heading for that departure. Figure 2.6 is an example departure track sketch, note the reference point of the track (brake release). Note that the sketch is for a departure on runway 14, and the Track Id is 14D2. Also, note that all of the track distances and turn radii and headings are included on the sketch.

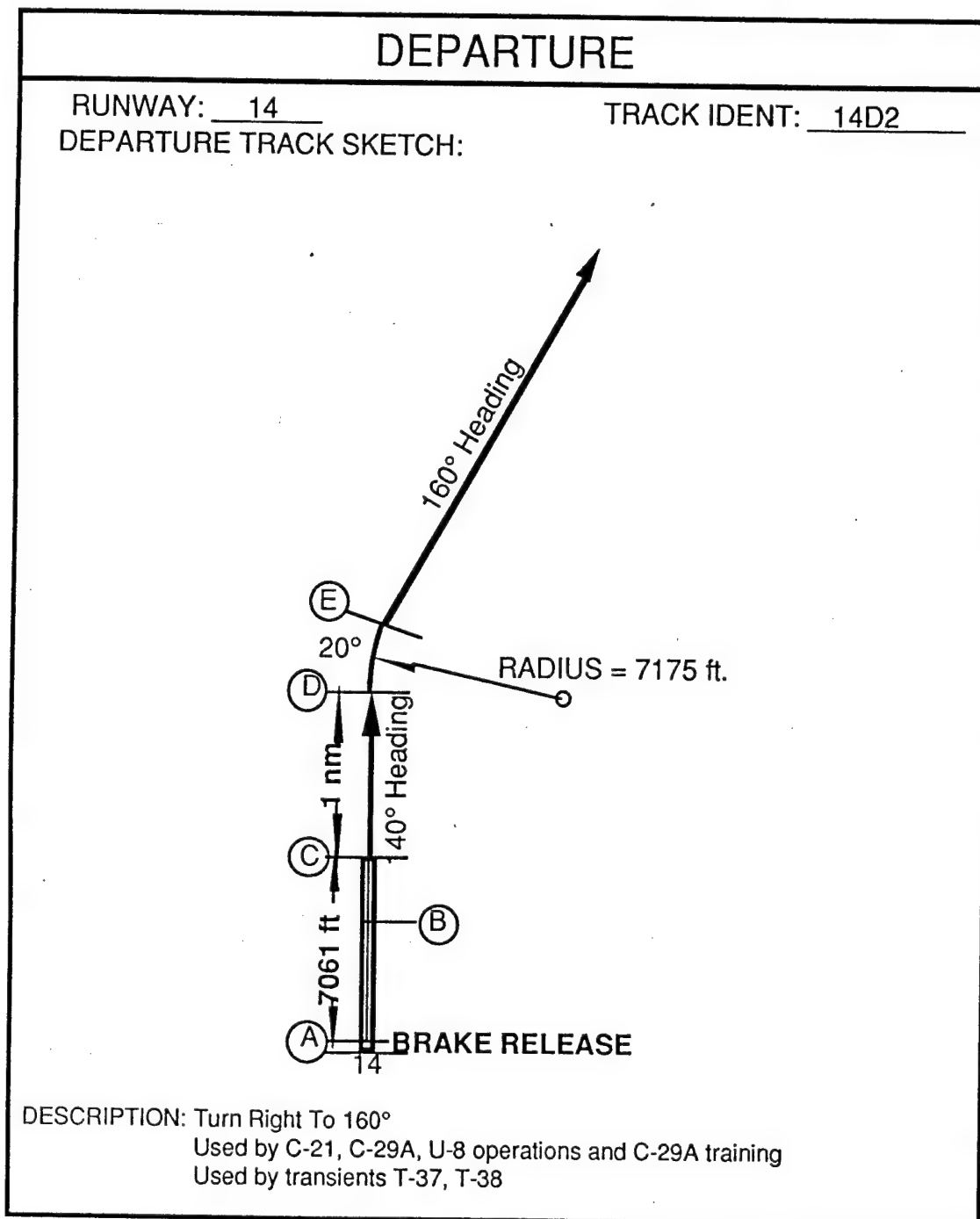


Figure 2.6 Example Departure Track Sketch, Scott AFB.

Approaches fit into two general categories: instrument and visual. When sketching the tracks, approaches should be broken down into the various specific types of approaches used at the Base: straight-in instrument approaches, overhead arrivals (sometimes called overhead breaks), SFOs (simulated flameouts), radar arrivals, etc. Arrival footprints and flight tracks are considered to begin at the point where the landing aircraft clears the threshold (i.e. the track distance is zero here because it is the reference point). The runway for an arrival is represented by the runway whose heading matches the heading of the aircraft in approach. Figure 2.7 is an example arrival track sketch. Note that the sketch is for an arrival on runway 14, and the Track Id is 14A2. Also, note that all of the track distances and headings are included on the sketch.

Closed pattern tracks should include visual and radar tracks. Many different closed pattern sketches are possible with some samples sketched in Appendix A of this volume. Instructions follow those given for departures and approaches since a closed pattern track is really made up of the first part of one departure track and a part of one approach track. The runway identified with a closed pattern is the runway whose heading matches the departure or arrival leg of the pattern (these will usually be the same runway). Figure 2.8 is an example of a closed pattern track sketch. The sketch is for a closed pattern on runway 32, and the Track Id is 32C1. Note that various points are marked as either numbers (1-7) or as letters (A-G), which is useful in describing the flight profile (Section 2.3.6). Also, note that all of the track distances and turn radii and headings are included on the sketch.

Once all of the flight tracks are determined and the list of tracks are completed, they then need to be labeled. The key to labeling tracks is that each Track Id is unique and others that will be using the Track Ids (the person entering the data into BASEOPS, and those reviewing the AICUZ package) can understand the labeling method. A good method of labeling is the following. Identify the flight track using a four-digit alphanumeric code. The first two digits identify the runway. For parallel runways, drop the 10s digit and use the 1s digit with an L (left), R (right) or C(center). The third digit identifies the type flight track: use "D" for departures, "A" for arrivals and "C" for closed patterns. The fourth digit will simply be the number of the flight track by sequence order, or letter if the number of tracks are greater than 10. As an example, the first departure on a runway known as runway 15, might be labelled 15D1, and if there are two parallel runways, 15L and 15R, the first departure tracks on each runway would be 5LD1 and 5RD1, respectively. The above method is preferred by AFCESA/DMPO for ease of identification. However many of the appendix examples provided in this document use letters for the fourth digit.

2.3.5. Flight Track Inventory data

Flight Track Inventory contains a summary of the operations per aircraft per flight track, split up on a runway by runway basis. Figure 2.9 is an example of part of a Flight Track Inventory sheet from the Scott AFB AICUZ data package (Note that neither all the aircraft nor all the tracks are included in this example). Included on the Flight Track Inventory sheet is:

- (1) Runway designation
- (2) Listing of aircraft using the specified runway (on the vertical)
- (3) Listing of flight track Ids and track descriptions (on the horizontal)
- (4) Daytime/nighttime operations per aircraft on a given flight track.

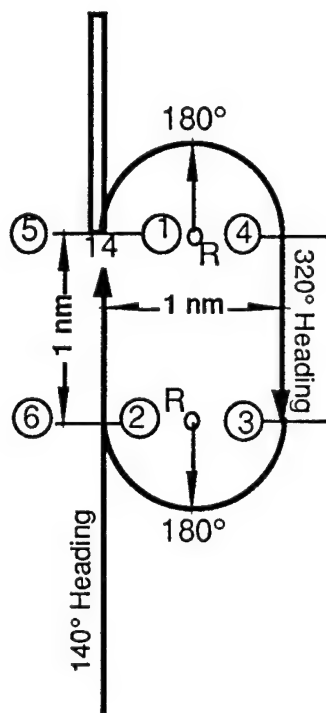
These figures indicate the number of daily operations during both daytime and nighttime for each track. All departures, approaches, and closed patterns should be included in the figure. Assigned, transient, and civil aircraft should be included on these flight track inventory sheets. Once again, separating the assigned, the transient, and the civil aircraft makes a clearer presentation.

ARRIVAL

RUNWAY: 14

TRACK IDENT: 14A2

ARRIVAL TRACK SKETCH:



RADIUS = 3000 ft

DESCRIPTION: Overhead Approach (Break Approach End)
Used by C-12F, C-21, C-29A training on 14

Figure 2.7 Example Arrival Track Sketch, Scott AFB.

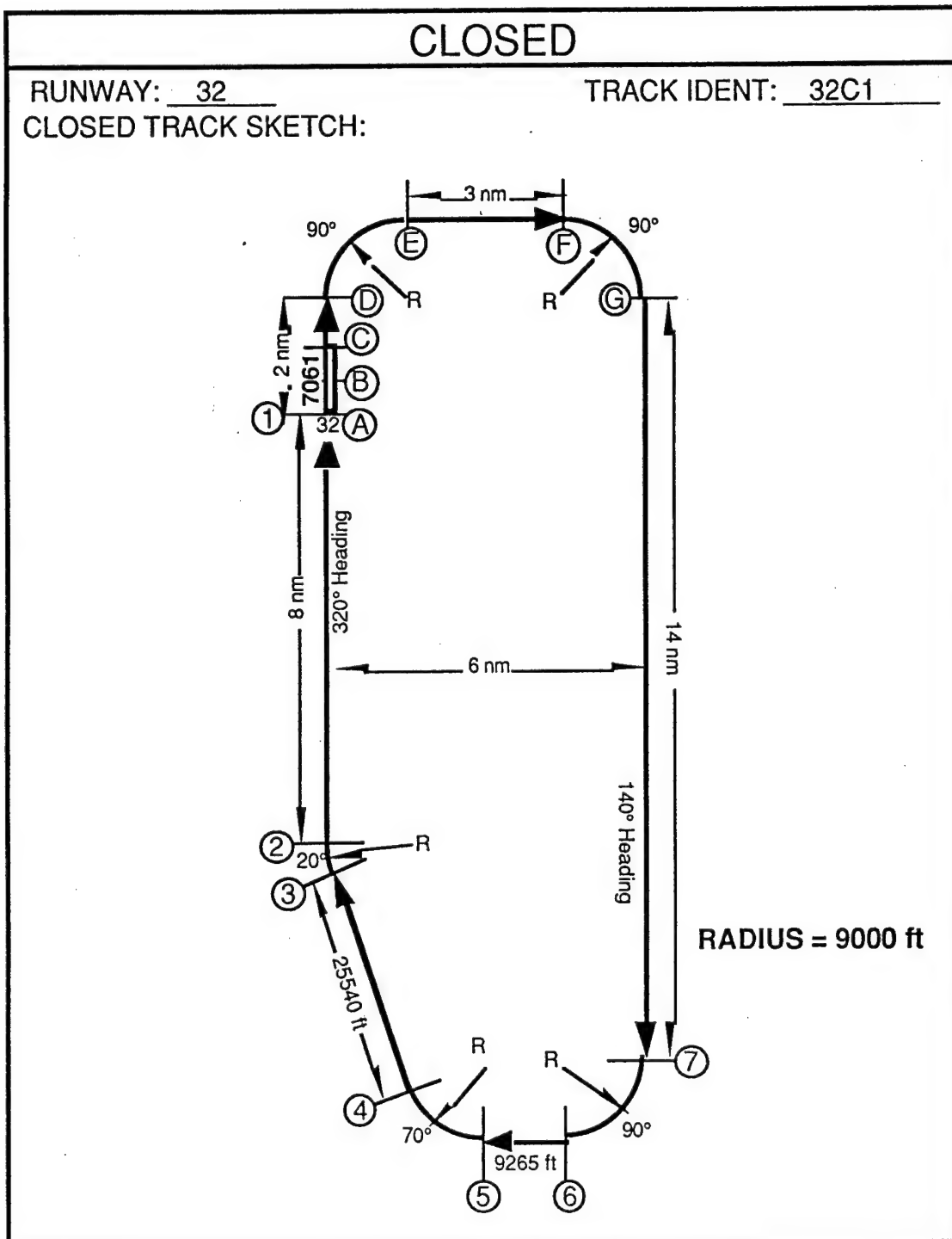


Figure 2.8 Example Closed Pattern Track Sketch, Scott AFB.

FLIGHT TRACK INVENTORY									
RUNWAY: 14									
TRACK DESCRIPTION	APPROACH STRAIGHT IN	OVERHEAD APPROACH (BREAK APPROACH END)	OVERHEAD APPROACH (BREAK CENTER)	OVERHEAD APPROACH (BREAK DEPARTURE END)	APPROACH FROM 005° (JET A/C)	APPROACH FROM 275° (JET A/C)	TACAN ALPHA (099° TO 279°) LEFT	TACAN ALPHA (099° TO 279°) RIGHT	
TRACK TYPE A/C	14A1	14A2	14A3	14A4	14A6	14A8	14A9	4A10	
C-9 TRAINING	0.891	0.1098				0.0557	0.1114	0.0557	0.0039
C-9 OPERATIONS	1.3341	0.1645			0.0741	0.0741	0.0137		
C-12 TRAINING	0.8943	0.0038	0.0038	0.0038	0.009	0.0566	0.1131	0.0566	0.0008
C-21 TRAINING	1.8204	0.0492	0.0492	0.0492		0.123	0.246	0.123	0.0078
C-21 OPERATIONS	0.738	0.1154	0.0031	0.003	0.041	0.0078	0.0156		
C-29 TRAINING	1.096	0.023	0.023	0.023	0.0026	0.041	0.145	0.072	
C-29 OPERATIONS	0.14				0.008	0.008			

Figure 2.9 Example Flight Track Inventory Sheet, Scott AFB.

The detailed data required for the flight track inventory is rarely available from any records kept by the Base. Therefore, it is sometimes wise to collect the utilization values in terms of the percent of operations that use a certain runway (runway utilization), and then the percent of operations on the various tracks on each runway (track utilization). In theory, Tower flight slips can help with an estimate for departures and approaches but no recording of individual closed patterns is made by the typical Control Tower.

The best way to acquire runway utilization figures is to analyze Control Tower flight records over a period of several months. Flight records, identifying the active runway that is used for each hour of the day, are usually kept at the Control Tower. Tallying the fraction of time each end of the runway is active, provides a good estimate of Runway Utilization. Runway utilization depends largely on wind direction since aircraft generally take off into the wind. Consequently, weather people can give an estimate of track utilization. Runway utilizations must add up to 100%. Air Traffic Control and some Standards and Evaluations (Stan/Eval) pilots may know the track utilization figures for the assigned military aircraft. The transient and the civil aircraft runway and track utilizations are also obtained from the same sources and are commonly identical to military runway utilization.

Since the concept of an average busy day is used by the Air Force, the number of daily operations that will be recorded on the sheets will not necessarily correspond to the same reference scale that a pilot or the Air Traffic Controllers may understand. This is another reason to collect the utilization data in terms of percentages and not in terms of operations. In this way, the data collector can scale the average busy day operations to the appropriate breakdown the tracks and runways.

Total operations for an assigned aircraft multiplied by the runway utilization on a given runway leads to the total operations for that aircraft-runway combination. If there are 5 departure tracks on a runway for that aircraft, the Stan/Eval pilot can provide the split (summing to 100%) of departures along those 5 tracks. The same technique can be applied to approaches and closed patterns for each runway/aircraft combination. From those percentage values and the number of departures, approaches, and closed patterns flown with that aircraft/runway combination, individual tracks can have their operations computed for them for each runway.

The runway utilization gives the percent breakdown of operations of the various runways for the various aircraft at a given base. At Scott AFB the runway utilization is simple 60% on runway 32 and 40% on runway 14, for all aircraft. Table 2.1 is a small sample of the track utilization table for the arrivals on runway 14 at Scott AFB. Knowing the runway utilization, daily operations information (Figure 2.5) and the track utilization (Table 2.1) the flight track inventory information shown in Figure 2.9 for the C-21's could be determined. For example, the runway utilization for runway 14 is 40%, and the track utilization for track 14A1 on runway 14 is 79% (Table 2.1). This information, combined with the total number of arrivals for the C-21, 8.2 in the day and .52 at night, (Figure 2.5), gives the day and night operations for the C-21 on track 14A1 as shown in Figure 2.9.

Table 2.1 Example of Track Utilization, Scott AFB.

Utilization for assigned aircraft on departure tracks on runway 14:

14D1	76%
14D2	0%
14D3	0%
14D4	20%
14D5	0%
14D6	4%

Utilization for assigned aircraft on arrival tracks on runway 14:

14A1	79%
14A2	0.333%
14A3	0.333%
14A4	0.333%
14A5	0%
14A6	0%
14A7	0%
14A8	5%
14A9	10%
4A10	5%

Utilization for assigned aircraft on closed pattern tracks on runway 14:

14C1	66.666%
14C2	0%
14C3	16.666%
14C4	0%
14C5	16.666%

2.3.6. Flight Profile Data

For each aircraft that operates on a given flight track, as identified in the Flight Track Inventory and on the Track Sketches, it is necessary to provide Flight Profile data. These data represent how the aircraft actually flies in terms of power setting, airspeed, and altitude. Traditional practice has been to enter flight track profile information on sheets exemplified by Figure 2.10. A more recent practice is to place the flight track profile data directly on the flight track sketches, to facilitate data input for BASEOPS. Provide the following on each data sketch:

- 1) Aircraft name,
- 2) Track ID(s),
- 3) Profile data, including:
 - track distance,
 - altitude,
 - power settings,
 - air speeds,
 - OPC power codes (new)

Often, the same flight profile, for a given aircraft, may apply to different tracks and that fact must be noted on the Flight Profile Data sheet or data sketch. The OPC power codes are new only because they were not standard pieces of information on previous versions of these AICUZ sheets yet they could be noted on the sheet or sketch. Note that the power settings are used to encode the OPC codes.

Figure 2.10 is an example of a Flight Profile Data sheet for a departure at Scott AFB. Note that the profile data is valid for a C-21 and is used on track 14D2. Note, also, that the lift-off and level-off points are identified.

In most cases, the transient and the civil aircraft profile data will not need to be collected, since default profiles are available for most of the aircraft that NOISEMAP has noise data. There are some exceptions, most notably, there are no default closed pattern profiles in BASEOPS for any type of aircraft. The following discussion pertains primarily to the assigned aircraft, but can be applied to both civil and transient aircraft data.

Collecting data on flying procedures is usually possible from (a) Base Operations personnel that are familiar with actual flying procedures in that wing, or from (b) the pilots in the Stan/Eval Branch for that Wing or personnel from the Wing Schedulers office.

Table 2.2 is a listing of all of the aircraft that NOISEMAP can simulate. For all of these aircraft, a flight profile could be described and entered into BASEOPS. Each assigned aircraft will require that a set of flight profiles be collected to match all of the tracks that the aircraft follow.

Seldom are site-specific profiles available for transient or civil aircraft because there is usually no attempt at the Base to enforce standardized departure and approach profiles. Consequently, the use of "generic" or default profiles for each of the transient aircraft is available if site-specific profiles are not available. This information is included in BASEOPS. Default transient flight profile data (for departures and arrivals) exists for the aircraft listed in Table 2.3. A default civil aircraft flight profile data base exists (taken from the FAA's Integrated Noise Model database, valid for departures and arrivals) for the aircraft listed in Table 2.4. There are no default power profiles for any type of closed pattern operations, and therefore such profiles must be collected. When transient closed pattern profiles are not attainable for the Base of interest, the use of power profiles from other Bases where data is available is a last resort measure on acquiring the power profiles of this special class of transients.

FLIGHT PROFILE					
A/C TYPE:		USED ON TRACKS : <u>14D2</u>			
	DISTANCE	ALTITUDE (AGL)	POWER (% RPM)	AIR SPEED (KIAS)	OPC
Liftoff---	A 0	0	94%	0	03
B 3500	0	94%	130	03	
C 6561	250	90%	180	03	
D 12561	1000	89%	200	06	
Leveloff---E 15064	1500	60%	200	18	
F 20000C	5000	60%	200	18	
G					
H					
I					
J					
K					
L					
M					
N					
O					
P					
Q					
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DF					
DG					
DH					
DI					
DJ					
DK					
DL					
DM					
DN					
DO					
DP					
DQ					
DR					
DS	</				

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Table 2.2. Aircraft that can be Modeled in NOISEMAP.

MILITARY AIRCRAFT

A-3
A-5
A-7
A-37
AV-8B
B-52B&C
B-52H
C-5A
C-9
C-17
C-20
C-22
C-118
C-121
C-130
C-130H
C-135A
C-137
C-141
CH-47C
E-3A
F-4
F-5E
F-14
F-16
F-100
F-102
F-105
F-111A
F-111F
HH-53
KC-97
OH-6A

OTHER MILITARY

P-3
SR-71
T-29
T-34
T-38
T-41
T-43
T-45
TR-1
U-4B
U-21
UH-13
YC-15

A-4
A-6
A-10A
AV-8A
B-1
B-52G
B-57E
C-7
C-12
C-18
C-21
C-23
C-119
C-123K
C-130A
C-131
C-135B
C-140
CH-3C
CH-54B
E-4
F-5A&B
F-8
F-15
F-18
F-101
F-104G
F-106
F-111D
FB-111
KC-10
KC-135R

OTHER HELICOPTER

OV-10
S-3A
T-2C
T-33
T-37
T-39
T-42
T-44
TH-55A
U-2
U-6
UH-1N
YC-14

Table 2.2. (continued)

CIVIL AIRCRAFT

INM01 B-747 (Q)	INM02 B-747 (N)
INM03 B-747 (N)	INM04 B-747 (N)
INM06 DC-8-20 (Q)	INM07 B-707 (Q)
INM08 B-720 (Q)	INM09 B-707 (N)
INM10 B-707 (N)	INM11 B-720B (N)
INM12 DC-8-50 (N)	INM13 DC-8-60 (N)
INM14 DC-8-70 (N)	INM15 BAE-146
INM16 B-707 (QN)	INM17 DC-8-60 (QN)
INM18 CONCORDE	INM19 DC-10-10
INM20 DC-10-30	INM21 DC-10-40
INM22 L-1011	INM23 L-1011
INM24 B-727 (N)	INM25 B-727 (N)
INM26 B-727 (N)	INM27 B-727 (Q)
INM28 B-727 (Q)	INM29 B-727 (Q)
INM30 B-727 (Q)	INM31 A-300
INM32 B-767	INM33 B-767
INM34 A-310	INM35 B-737
INM36 B-737	INM37 BAC-111
INM38 F-28 MK2	INM39 F-28 MK4
INM40 DC-9-30 (N)	INM41 DC-9-10 (N)
INM42 B-737 (N)	INM43 DC-9-30 (Q)
INM44 DC-9-10 (Q)	INM45 B-737 (Q)
INM46 DC-9-50 (Q)	INM47 B-737 (Q)
INM48 MD-81	INM49 MD-82
INM50 MD-83	INM51 B-757
INM53 COMPOS BUS JET	INM54 LEARJET-35
INM55 LEARJET-25	INM56 SABER 80
INM57 CESSNA BUS JET	INM58 CL-600
INM59 GIIIB	INM60 MU-3001
INM61 CL-601	INM62 ASTRA
INM63 ELECTRA	INM65 DH-7
INM66 CV-580	INM67 HS-748
INM68 SHORTS SD3-30	INM69 DH-6
INM70 DC-6	INM71 CV-340
INM72 SAAB-340	INM73 2-ENG SM TPROP
INM74 1-ENG VAR PTCH	INM75 1-ENG FIX PTCH
INM76 BEECH BARON	INM77 1-ENG PISTON
INM81 HERCULES-380	INM82 727EM7

Table 2.3 Transient Aircraft that have Default Arrival and Departure Profile Data Available in NOISEFILE 6.1.

A-10A	A-3
A-37	A-4
A-6	A-7
B-1	B-52B&C
B-52G	B-52H
B-57E	C-118
C-12	C-130
C-130A	C-130H
C-131	C-135A
C-135B	C-137
C-140	C-141
C-17	C-18
C-20	C-21
C-22	C-23
C-5A	C-7
C-9	E-3A
E-4	F-100
F-101	F-102
F-104G	F-105
F-106	F-111A
F-111D	F-111F
F-14	F-15
F-16	F-18
F-4	F-5A&B
F-5E	F-8
FB-111	KC-10
KC-135R	OV-10
P-3	S-3A
SR-71	T-29
T-2C	T-33
T-34	T-37
T-38	T-39
T-41	T-42
T-43	T-44
T-45	TR-1
U-2	U-21
U-6	

Table 2.4. Civil Aircraft that have Default Arrival and Departure Profile Data Available in NOISEFILE 6.1.

INM01 B-747 (Q)	INM02 B-747 (N)
INM03 B-747 (N)	INM04 B-747 (N)
INM06 DC-8-20 (Q)	INM07 B-707 (Q)
INM08 B-720 (Q)	INM09 B-707 (N)
INM10 B-707 (N)	INM11 B-720B (N)
INM12 DC-8-50 (N)	INM13 DC-8-60 (N)
INM14 DC-8-70 (N)	INM15 BAE-146
INM16 B-707 (QN)	INM17 DC-8-60 (QN)
INM18 CONCORDE	INM19 DC-10-10
INM20 DC-10-30	INM21 DC-10-40
INM22 L-1011	INM23 L-1011
INM24 B-727 (N)	INM25 B-727 (N)
INM26 B-727 (N)	INM27 B-727 (Q)
INM28 B-727 (Q)	INM29 B-727 (Q)
INM30 B-727 (Q)	INM31 A-300
INM32 B-767	INM33 B-767
INM34 A-310	INM35 B-737
INM36 B-737	INM37 BAC-111
INM38 F-28 MK2	INM39 F-28 MK4
INM40 DC-9-30 (N)	INM41 DC-9-10 (N)
INM42 B-737 (N)	INM43 DC-9-30 (Q)
INM44 DC-9-10 (Q)	INM45 B-737 (Q)
INM46 DC-9-50 (Q)	INM47 B-737 (Q)
INM48 MD-81	INM49 MD-82
INM50 MD-83	INM51 B-757
INM53 COMPOS BUS JET	INM54 LEARJET-35
INM55 LEARJET-25	INM56 SABER 80
INM57 CESSNA BUS JET	INM58 CL-600
INM59 GIIB	INM60 MU-3001
INM61 CL-601	INM62 ASTRA
INM63 ELECTRA	INM65 DH-7
INM66 CV-580	INM67 HS-748
INM68 SHORTS SD3-30	INM69 DH-6
INM70 DC-6	INM71 CV-340
INM72 SAAB-340	INM73 2-ENG SM TPROP
INM74 1-ENG VAR PTCH	INM75 1-ENG FIX PTCH
INM76 BEECH BARON	INM77 1-ENG PISTON
INM81 HERCULES-380	INM82 727EM7
INM83 727EM5	

Notes, the prefix "INM" as the first part of each of the aircraft listed above, refers to the source of the noise data for these aircraft: the FAA's Intergrated Noise Model (INM) database).

Under most circumstances, these defaults are adequate for the transient and civil. Some of the transient aircraft that are available in NOISEMAP do not have default profiles described for them. For these aircraft, flight profile information must be collected, or a suitable replacement aircraft, that has data for it, must be chosen.

Before any of the remaining data are collected, it should be determined whether or not NOISEMAP has noise data for the various aircraft. Therefore, once the list of aircraft names and descriptions is completed (Aircraft Data Summary sheet - section 2.3.2), then the BASEOPS databases can be consulted. If there are no noise data in NOISEFILE (noise data base for NOISEMAP) for a given aircraft, then an appropriate substitutions should be made and should be noted. Another check must be made for the transient aircraft: if a transient aircraft has NOISEFILE data (Table 2.2) for it, yet does not have a default flight profile (is not in Table 2.3), then either a substitution aircraft must be found, or the profile data must be collected (refer to section 2.3.6).

If an aircraft substitution is required, i.e. an aircraft does not exist in NOISEFILE, for a civil or transient aircraft, or there is no default profile for a given transient, then staff at AFCESA/DMPO can provide assistance in such identification, if needed. This problem will occur quite often with the transient aircraft, which are oftentimes not in NOISEFILE. Careful notes should be taken of all aircraft substitutions, so that actual operations and lumped operations (operations after substitutions have been made) can be determined. Two example approaches to determining substitution aircraft will be outlined below.

The first approach uses the "Air Traffic Control" manual (prepared by the Air Traffic Operations Service) and the Jane's "All the World's Aircraft," as references. If an aircraft name is not in NOISEFILE (Table 2.2) then the first action taken should be to check out the aircraft in the Jane's book. Determine alternate names (ones that may be in NOISEFILE) and record data on the specifications, weight/group class, and the climb and decent rates of the aircraft. Once these are determined, then Appendix B of the Air Traffic Control manual can be consulted to see if there is an equivalent military aircraft for the unknown civil aircraft (or vice versa, depending on the aircraft), which does exist in NOISEFILE. The Air Traffic Control manual classifies an aircraft by Manufacturer/Model and gives the corresponding civil and military names, along with the Weight Class/Group, Climb Rate and Descent Rate. If, at this point, there is still no aircraft equivalent that can be used in NOISEMAP, then using a similar aircraft in the same weight/group class and similar climb and descent rates should be chosen. The most important criteria are the weight class and the climb rate - chosen conservatively (i.e. a heavier aircraft and a lower climb rate) if an exact match is not available.

An alternative and conservative approach is to combine operations for all aircraft not in the transient or civil data base and use a noisier aircraft to represent them all. This breakdown could be done within categories created such as "miscellaneous fighter aircraft," "miscellaneous cargo aircraft," and "miscellaneous trainer aircraft." A substitute aircraft for each category can be identified. Other reasonable variations are possible.

For the cases when flight profile data must be prepared, the appropriate information must be collected from the pilots who fly the aircraft. In the preparation of these flight profiles for the assigned and transient aircraft, the following instructions should be followed, and kept in mind when interviewing the pilots.

Data must be provided whenever there is a significant change in power setting, air speed or climb rate. The intent is not to show every minor variation but only those associated with action points such as liftoff, level-off, start descent, start climb, lower gear and flaps (for special aircraft, pitch out, etc.) Changes (or action points) are presented along with the associated track distance at which the point is located. Note that whenever there is a change in the gear and flaps position, there is usually a change in power setting and/or air speed. Consequently, a new row of data is needed whenever the gear/flaps position is altered by the pilot.

In general, it is only necessary to show reasonable averages at the action points. Variations caused by individual pilot techniques, differences due to warm days versus cold days, or unusual conditions should be filtered out. There is a limit of 10 entries that can be entered into NOISEMAP

- so select the ten most critical change points. The NOISEMAP code uses a linear interpolation scheme for altitude within a track segment. However, for airspeed and power setting, the code assumes that these changes are made very quickly (instantaneously) at each action point and that those changes are kept constant during the following track segment while the altitude is changing in a linear fashion. For example, let us choose a track distance that is not an explicitly defined track distance on the profile shown in Figure 2.10 (say 9561', half way between the 6561' distance and the 12561' distance). Using the profile data in Figure 2.10 we can see that the power setting would be 90% RPM with an OPC code of 03, the airspeed would be 180 knots, and the altitude would be 625', an average of 250' and 1000'. Keep in mind this short example - it is very important in understanding how NOISEMAP uses the profile data.

It should be noted that power settings are to be requested from the pilot in the appropriate units (% RPM, deg C TIT, etc.) identified in the OMEGA10 and OMEGA11 (sound propagation programs used by NOISEMAP) **noise file summary sheets** provided from AFCESA/DMPO along with the BASEOPS program; see Appendix B for the current listing of the **noise file summary sheets**. Attempt to collect the data in the units designated as "first choice" on those sheets. Refer to Table 2.5 for power setting units for military aircraft. This table should be checked before collecting data, so that the power setting data can be collected correctly in the right units.

Additional information, which, as mentioned before, is not 'officially' listed on the AICUZ sheets, should be included for each entry, on the "OPC code". Determine which OPC code is appropriate for each segment of the profile. The OPC codes are needed in applying the OMEGA computer programs. Table 2.6 provides the various choices of OPC codes. Not all of these OPC codes are available for each aircraft; for example, the C-141 only has OPC code numbers 03 (takeoff power), 04 (cruise power), 05 (approach power), 06 (intermediate power), and 12 (normal rated thrust). Similar breakdowns are available for other aircraft in the **noise file summary sheets**, see Appendix B.

Choice of an OPC code is best done in conjunction with the pilot providing the flight profile data. The choice among the several OPC codes is required for each segment of each flight. The OPC codes are used as input to BASEOPS and assist in determining the appropriate noise levels for each flight segment. Please note that flight segments are limited to a maximum of 10.

Rules of thumb in determining the OPC codes are as follows:

- a) choose one of the two codes that brackets the power setting you have for the flight segment, unless the choice of those two are not at all reasonable based on the guide words "afterburner," "takeoff," "approach," etc.
- b) the drag configuration of the aircraft is important also and should be matched with the choices. Generally, the flaps and gear are down on takeoff and approach and up during cruise power. Try to match one or both of the choices in (a) with the position of the gear and flaps; i.e., drag or no drag configuration.
- c) during final approach, the "APPROACH" choice should be made.
- d) during afterburner operation, the "AB" choice should always be made.

It is not easy, at times, to choose the appropriate OPC codes. Furthermore, BASEOPS does not provide a easy checkable output file for the input OPC codes. Any questions concerning the appropriate choices for OPC codes should be directed to staff at AFCESA/DMPO. NOISEMAP does check for extrapolation errors in the users choice of OPC codes, but this is not a complete check for incorrect OPC codes.

Table 2.5. List of Power Setting Units For Military Aircraft.

Aircraft	Power setting units		Aircraft	Power setting units	
	First	Second		First	Second
A-3	% RPM		F-8	% RPM	
A-4	% RPM	EPR	F-14	% RPM	
A-5	% RPM		F-15	% RPM	
A-6	% RPM	EPR	F-16	% RPM	C TIT
A-7	% RPM		F-18	% NC	LBS/HR
A-10A	NF	C TIT	F-100	% RPM	EPR
A-37	% RPM		F-101	% RPM	
B-1	% RPM	C EGT	F-102	% RPM	EPR
B-52B&C	% RPM	EPR	F-104G	% RPM	
B-52G	% RPM	EPR	F-105	% RPM	
B-52H	LBS/HR	EPR	F-106	% RPM	EPR
B-57E	% RPM		F-111A	% RPM	
FB-111	% RPM		F-111D	% RPM	
C-5A	EPR	% NC	F-111F	% RPM	
C-7	IN HG	RPM	UH-1N	N/A	
C-9	EPR		CH-3C	N/A	
KC-10	% N1	%N2	OH-6A	N/A	
C-12	% RPM		UH-13	N/A	
YC-14	NF		CH-47C	N/A	
YC-15	EPR	% NF	HH-53	N/A	
C-17	LBS		CH-54B	N/A	
C-18	EPR	% RPM	TH-55A	N/A	
C-20	LBS		P-3	ESHP	
C-21	% RPM	C EGT	TR-1	% RPM	
C-22	LBS		SR-71	% RPM	
C-23	% RPM		S-3A	EPR	% RPM
KC-97	IN HG	RPM	T-2C	% RPM	
C-118	IN HG	RPM	T-29	IN HG	% RPM
C-119	IN HG	RPM	T-33	% RPM	
C-121	IN HG	RPM	T-34	% RPM	
C-123K	RPM	IN HG	T-37	% RPM	
C-130	C TIT	IN-LBS	T-38	% RPM	
C-130A	C TIT	IN-LBS	T-39	% RPM	EPR
C-130H	C TIT	IN-LBS	T-41	% RPM	
C-131	IN HG	RPM	T-42	% RPM	
C-135A	% RPM	EPR	T-43	EPR	
C-135B	% RPM	EPR	T-44	% RPM	
KC-135R	% N1	C EGT	T-45	LBS	
C-137	LBS		U-2	% RPM	
C-140	% RPM	EPR	U-4B	IN HG	
C-141	% RPM	EPR	U-6	% RPM	
E-3A	EPR		U-21	% RPM	
E-4	LBS		AV-8A	% RPM	
F-4	% RPM		AV-8B	% RPM	
F-5A&B	% RPM		OV-10	% RPM	
F-5E	% RPM		OTHER MIL	% RPM	EPR

Table 2.6 Available OPC Codes.

OPC Code	POWER SETTING NAME
01	AFTERBURNER POWER
02	TAKEOFF - WET
03	TAKEOFF POWER
04	CRUISE POWER
05	APPROACH POWER
06	INTERMEDIATE POWER
08	TAKEOFF WITH JETS
09	APPROACH WITH JETS
11	MAX RATED THRUST
12	NORMAL RATED THRUST
13	TRAFFIC PATTERN
14	INTERMED PWR. (MIL)

When preparing the different types of flight profiles (departure, arrival, and closed pattern flight profiles), some special considerations apply.

DEPARTURES

When preparing the departure flight profiles, the following should be kept in mind:

- The first entry on the form or sketch should be at a track distance of 0 (the point of brake release is assumed to be at the approach end of the runway for departures). (BASEOPS has an option to offset each departure by a fixed number of feet from threshold)
- The second entry should be the point of liftoff.
- If an afterburner is used, the afterburner cutoff point must be shown.
- Identifying the point where a constant climb speed is established.
- If a level-off altitude is reached, indicate so by writing the level-off altitude and the cruise power and air speed.
- The second to last line entry should take the aircraft up to its maximum altitude. The maximum altitude will, hopefully, be high enough that activities of the aircraft above that level will have no effect on the contours. Such critical altitudes are very much aircraft dependent, but as a general rule, activity above 5000 feet AGL should contribute a negligible amount to the contours. If the maximum altitude is less than 5000 feet AGL, then the completeness of the collected data may be questioned.
- The NOISEMAP program is limited to no more than 10 rows of data (10 segments) and the last entry must be carried out to track distance of 200,000 ft.

Figure 2.10 is a typical departure flight profile. Note, at a track distance of 3,500 feet, the altitude is 0, and this marks the liftoff point. For this departure profile, the level-off point is not reached until 15,064 feet from brake release, as marked.

ARRIVALS

The same types of data required for departures are also required for arrivals. However, the NOISEMAP computer code is set up in a different manner for accepting data for approaches. The first entry of data (at a track distance of 0) is the last part of the approach. The data should include:

- a) the last line entry should be at a track distance of 200,000 feet and should have the aircraft at its maximum altitude, which, usually, is no lower than 5,000 feet. If the maximum altitude is lower than 5,000 feet, then the accuracy of the information should be questioned.
- b) the second to last line entry will be the beginning of the descent of the aircraft from its maximum altitude.
- c) the descent profile should show the aircraft continuing to lower its altitude. For each altitude presented, the average power and airspeed at that altitude should be included as well.
- d) the second line entry often indicates the beginning of the final approach profile. Air speed and power setting should be the same as in the first line. However, for radar patterns, the final approach may take 2-3 entries to be accurately described.
- e) for the first line entry, the altitude is usually taken as 50 feet above ground level and the track distance is always zero. Use the Approach OPC (setting # 05) for power setting, and a non-zero airspeed.

Figure 2.11 shows how a typical approach flight profiles might appear. Note the airspeed and the altitude are non-zero at the track distance of zero, because the aircraft is right above the approach end of the runway (where the track distance for approaches is zero) and not on the ground. Height above threshold is usually taken to be about 50 feet.

CLOSED PATTERNS

Instructions for filling out the closed pattern flight profile data sheets follow a combination of those given for departures and approaches since a closed pattern is really made up of one departure and one approach. A typical closed pattern is made up of the five following parts:

- a) departure: A takeoff profile begins the closed pattern. Altitude will vary according to the type of pattern being flown, but in general it is considered to be on or very close to the ground. (Approximately points A-B on Figure 2.8).
- b) climb: The climb profile is next. The altitude will be increasing. (See points B-C on Figure 2.8).
- c) downwind: The downwind leg profile is next. The altitude is usually constant. (See points G-7 on Figure 2.8).

[illegible]

Figure 2.11 Example Flight Profile Data Sheet - Arrival, Scott AFB.

- d) base: The base leg profile is next with the altitude decreasing as the leg enters the final turn. Large aircraft turn sooner and reduce their altitude earlier. Smaller fighter aircraft turn later and reduce altitude later in the flight because they can negotiate a turn more quickly. Instrument patterns usually have a dogleg section just before the final approach.
- e) final approach: The final segment is the final approach profile with the altitude ending at approximately 50 ft. (See points 3-1 on Figure 2.8).

More than one data entry can be assigned to each of the above flight segments. Figure 2.12 shows what a typical flight profile might look like for a profile representing a closed pattern. Note that the critical points are noted on the flight profile sheet. The power setting, airspeed, and OPC code on the last entry should be the exact same as on the first entry, since these represent the same point along the track. Limiting the number of entries to 10 can be difficult, especially for describing profiles for closed patterns.

Closed pattern tracks can, in certain cases, affect the noise contours markedly. Take, for example, a Base with many operations that are touch-and-go multiple approaches (a form of closed patterns). When an aircraft is climbing to pattern altitude, a high power setting is used until the altitude level-off point. Many times, the 65 dB contour will not close until the level off point is reached where the power is reduced. Even though the contours generally close at the level off point, it is necessary to fairly accurately locate the remainder of the pattern tracks in order to (a) maintain the credibility of the data, and (b) recognize the additive nature of noise exposure. Concerning (b), one pattern alone may not be responsible for the presence of a 65 dB contour in the vicinity of the airfield. However, its contribution plus those of other patterns, approaches, and departures may lead to noise levels above 65 dB due to the additive nature of the noise exposure.

Critical altitude action points for a closed pattern are often referenced with respect to the start of a turn or the roll-out point of a turn. Enough information should be provided that the track distances of critical points can be referenced to the approach end of the runway (where the track distance is zero).

2.3.7. Engine Ground Run-Up Locations

Engine maintenance is a source of noise that can be significant. The areas affected are close to locations where engine maintenance are performed. In order to predict the contributions of ground run-up activities, two types of data need to be acquired. The first are "ground run-up locations" in which the location of the run-up area, and orientation of the aircraft is provided. The second set of data, "ground run-up summary," include the duration of each runup as a function of power setting and the number of operations (daytime and nighttime).

Figure 2.13 is an example of the Ground Runup Locations AICUZ sheet which includes data for each location (e.g., test cell, trim pad, Hush House, etc) where runup activities are performed. The location of each of these run-up pads should be recorded in latitude and longitude (North and West) or in terms of distances from the reference runway end point. Provide a name for each pad so used and assign it an alphanumeric character identification of no more than four digits/letters. Also, record the average magnetic heading (in degrees) for the air intake of the engine. The locations of ground run-up activities should also be marked on a C-tab map of the Base to be included with the data package to be sent to the MAJCOM and AFCESA/DMPO.

The Base Civil Engineer office usually has good detailed maps of the run-up area on which the pads are located (or can be identified) and the direction of the nose of the aircraft can be drawn for each run-up pad.

[illegible]

Figure 2.12 Example Flight Profile Data Sheet - Closed Pattern, Scott AFB.

SCOTT AFB

GROUND RUNUP LOCATIONS

PAD IDENT.	COORDINATES*		HEADING
	LAT	LON	
A4	38° 32' 21.9"	89° 51' 33.2"	270°
A6	38° 32' 23.1"	89° 51' 31"	270°
A7	38° 32' 24.2"	89° 51' 30"	270°
A10	38° 32' 26.3"	89° 50' 26.9"	270°
A12	38° 32' 27.4"	89° 50' 25.1"	270°

*Or use distances (X and Y) from the reference runway endpoint where X is the runway and Y is perpendicular to the runway.

Figure 2.13 Example Ground Runup Locations, Scott AFB.

2.3.8. Engine Ground Run-Up Summary

For the Engine Ground Run-Up Summary sheet, record the aircraft name (including aircraft engine) and whether or not the noise is suppressed. Figure 2.14 is an example of the Engine Ground Runup Summary AICUZ sheet for Scott AFB. The information recorded on this sheet should include the following:

- a) A four alphanumeric character runup pad location identifier (LOCATION IDENT.) - as specified in the Engine Ground Run-up Locations sheet.
- b) Type (or number) of the aircraft or the aircraft engine (TYPE - No. AIRCRAFT ENGINE)
- c) Runup profile data which includes the duration for each power setting identified, the number of operations per day and night, and whether or not an afterburner is used.
- d) If any type of SUPPRESSION is used, identify the type of suppression. Use the grade designation of the suppressor only if the suppressor cannot be located in the BASEOPS list. If the suppressor is not in the BASEOPS lists, then determine whether the suppression device is of Grade 1 (most suppression), Grade 2, or Grade 3 (least suppression). Grade 3 suppression devices are no longer manufactured. The identification of the grade for a particular suppressor is dependent upon the manufacturer and the design specifications for that suppressor. Such data may be available from the MCP (Military Construction Program) codes used in the design of the building. Do not model a suppressed runup as unsuppressed.
- e) TYPE RUNUP.
- f) REMARKS about the runup operations

A visit to the Engine Shop(s) that handle engine maintenance should provide the data required by the AICUZ sheets involving ground run-up. Visit the Chief of the Engine Shop and explain that in-frame and out-of-frame engine testing information is needed and a map provided as to where all the run-up operations occur. The data collector will generally have to go over each line on the AICUZ forms with the Chief, provide him with sample forms filled out (perhaps from this Handbook) and allow him time to estimate the data for his Base. Once received, the data collector should go over the collected data with the Chief to be sure that it all looks reasonable and that no data have been left out. Make sure that suppressors have been identified, all data are on a per day (not on a per month basis), and all run-up data for all aircraft are included. Usually, test cells have their own crew and those individuals should be consulted concerning run-ups in those cells.

Any questions on the determination of the data collection procedure for ground run-up and the integration of that data into BASEOPS should be passed on to AFCESA/DMPO.

2.3.9. Collection of Data for Helicopter Operations

Occasionally, at Air Force Bases, a helicopter unit is stationed adjacent to the Air Base. A visit to the helicopter unit (usually Army Reserves and usually off-site) is required to fill out the AICUZ sheets for these flying activities. Data collection for helicopter operations follows that of the fixed-wing aircraft in which the daily operations sheets, the flight track sheets, flight profiles, and the flight track inventory sheets need to be completed. Be sure to bring along the OMEGA10 sheets which identify the helicopters that are included in NOISEFILE and also identify which parameters that need to be defined (mainly air speed) as part of the power profiles. Information on the daily variation of activity should be acquired in order to assist in the average busy day determination -- even though helicopters seldom add a significant noise contribution to the contours.

ENGINE GROUND RUNUP SUMMARY						
LOCATION IDENT.		TYPE-NO. AIRCRAFT ENGINE	ENGINE POWER (EPR)	NUMBER RUNUPS PER PD.		DURATION IN SEC. PER RUN
				0701-2200	2201-0700	
A4		C-9	1.911	2	0	29.954
TYPE RUNUP: <u>MAINTENANCE</u> REMARKS:						
			A/B			
			SUPPRESSION:			
A6		C-9	.882	2	0	82.949
TYPE RUNUP: <u>CRACKED INLET</u> REMARKS:			1.89	2	0	29.954
			2.09	1	0	11.521
			A/B			
			SUPPRESSION:			
TYPE RUNUP: _____ REMARKS:						
			A/B			
			SUPPRESSION:			

Figure 2.14 Example Engine Ground Runup Summary, Scott AFB.

Their helicopter pad can be close enough to the runways that the possibility exists that the noise of their flights can add to the DNL level of the fixed-wing aircraft. That is not usually the case but if the number of helicopter operations is large compared to the fixed-wing operations, there may be some significant contribution. It is Air Force policy that NOISEMAP be used in modeling the contribution of helicopter noise to the cumulative noise levels due to the fixed-wing military aircraft.

In computerizing the data using BASEOPS, there are currently only 7 types of helicopters in the OMEGA10 data base. Call AFCESA/DMPO for instructions for helicopters different from those 7 types. It is likely that the helicopter in the data base most similar to the one to be entered into BASEOPS will be identified as a substitute.

2.3.10. Choice of Temperature and Relative Humidity for AICUZ Computer Runs

A single value of temperature and humidity needs to be input into BASEOPS in order to run the NOISEMAP program. Default values for a "standard day" (59 deg F, 70% relative humidity) are contained in BASEOPS. As discussed earlier, the temperature and relative humidity should be placed on the Installation Operational Data sheet, see Figure 2.1. The procedure for determining "standard day" temperature and relative humidity values for a specific location for the purpose of obtaining AICUZ noise contours with NOISEMAP is given as follows:

- a) Determine the average monthly temperature and relative humidity for each month from such sources as the Air Weather Service Climatic Briefs or Local Climatological Data Summaries for the weather station at the installation.
- b) Determine the air absorption coefficient for the 1000 Hz 1/3 octave band from the attached figure (Figure 2.15) and rank the absorption coefficients in ascending order from smallest to largest absolute values.
- c) Select the sixth smallest value of absorption coefficient and use the temperature and relative humidity corresponding to this value for generation of AICUZ noise contours.

Where not given directly, monthly average values should be the arithmetic average of the "mean daily maximum" and "mean daily minimum" temperatures, and the arithmetic average of the highest and lowest relative humidity values listed for the month.

Table 2.7 is an example of the temperatures, humidities and the corresponding absorption coefficient (from Figure 2.15) for the Scott AFB. Note, that the month of December has the sixth smallest value of the absorption coefficient. Therefore, the temperature (34.8°F) and humidity (73.25%) for December should be used for this case.

2.4. Example AICUZ Data Package - Scott AFB

Appendix C shows a complete AICUZ data package with a modified version (for purposes of illustration) of the existing situation (in 1990) for Scott Air Force Base and proposed International Airport. Some aspects of the Scott AFB AICUZ data package have already be presented throughout Section 2.3, yet some instructional aspects have not been presented. For clarity, an outline of problems encountered in collecting the data and helpful lessons learned in this case study will be provided here.

The first observation about the AICUZ data package for Scott AFB, is the large number of AICUZ sheets. This corresponds to the level of detail that is required in order to account for all of the aircraft that fly, the various tracks that they fly, and the various ways in which they fly.

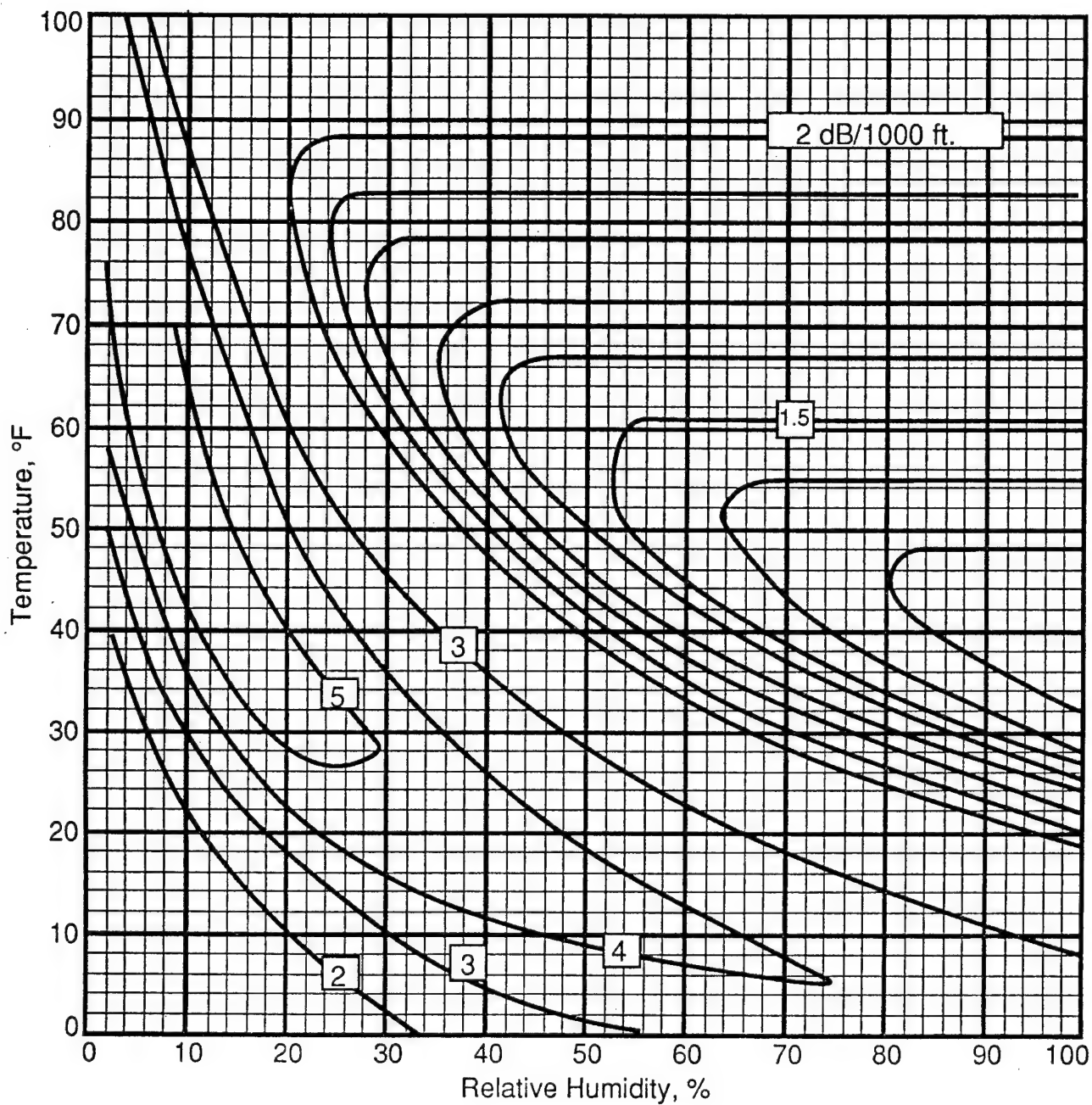


Figure 2.15 Atmospheric Absorption as a Function of Temperature and Relative Humidity in dB per 1000 feet -- at 1000 Hz Frequency.

Table 2.7 Temperature, Relative Humidity and Absorption Coefficients for
Scott AFB.

Month	Temperature (Degrees F)	Humidity (%)	Absorption Coefficients
January	31.9	69.25	1.85
February	34.7	65.25	1.80
March	42.6	64.5	1.49
April	54.9	61.0	1.45
May	64.2	64.5	1.57
June	74.1	67.0	1.74
July	78.1	68.0	1.80
August	76.8	68.5	1.77
September	69.5	70.5	1.65
October	58.4	64.0	1.47
November	44.1	70.0	1.39
December	34.8	73.25	1.63

2.5. References

1. U.S. Air Force "AICUZ Handbook, Base Comprehensive Planning," prepared by Department of the Air Force, DCS Logistics and Engineering Directorate of Engineering and Services (Washington D.C.) and Headquarters, Air Force Engineering and Services Center, Environmental Planning Directorate (Tyndall AFB), September 1984.
2. Ingalls, Captain Lawrence H., "Guide to Operational Flight Data Collection for the Air Installation Compatible Use Zone Program," Masters Thesis, Air Command and Staff College, Air University, Maxwell Air Force Base, Alabama, 1978.
3. Taylor, John W. R., "Jane's All the World's Aircraft 1988-89," Jane's Information Group Limited, Sentinel House, UK, 1988.

3. BASEOPS, the Master Control Module, and NMPLLOT

3.1. Introduction to BASEOPS

The Air Force under contract developed a preprocessor for the NOISEMAP program, due to the cryptic nature of NOISEMAP's input format. This preprocessor, BASEOPS, which is designed to operate on an IBM PC, prompts the user for necessary information. With BASEOPS, the user is no longer required to master the complicated data representation scheme of the NOISEMAP input deck. After the data has been entered using BASEOPS, the proper files are created and sent to AFCESA/DMPO. BASEOPS is currently at version 3.01.

3.2. Use of BASEOPS Version 3.01

If questions arise in the use of the BASEOPS program, the user should consult the BASEOPS users Manual (Ref 1) entitled "Air Force Procedure for Predicting Aircraft Noise Around Airbases: Airbase Operations Program (BASEOPS 3.00)" Description, Lee, R.A., Mohlman, H.T., AAMRL-TR-90-XX (This report can be obtained from AAMRL/BBE, WPAFB, Ohio 45433-6573).

The user may wish to inspect Figures 3.1 and 3.2. Figure 3.1 gives the suggested order in which data should be entered into BASEOPS. Note that much of this ordering is mandatory. For example, when entering a runup profile, the user is required to supply that name of a previously entered runup pad. Thus, for simplicity's sake, all runup pads should be entered into BASEOPS before any runup profiles are entered. Figure 3.2 is a map which can be used to navigate through the multilevel window structure of BASEOPS. Each box represents a separate window of actions from which the user may choose.

The majority of BASEOPS' input screens are self-explanatory. The user simply types in the requested information and presses the return key. Little discussion will be made of this aspect of the program, since the above mentioned programmer's manual can be consulted if problems arise. Instead, a list of steps will be presented, outlining the general flow of events in the creation of a Noisemap-ready input file.

A) Create a list of every unique flight track at the airport of interest, and give each an exclusive 4 character alphanumeric code. For example, the first departure defined on a given runway (Runway 16 for this example) would be given a code such as **16D1**. The **16** in the code refers to the runway, the **D1** in the code refers to the first departure defined. An arrival would use the letter **A** and a closed pattern would use the letter **C**. It should be noted that this and the next step are not part of the actual use of the preprocessor. They are simply preliminary steps which the authors of this chapter have found necessary in order to effectively use BASEOPS.

B) Repeat step A for every unique aircraft operation. However, like tracks should be named the same. An aircraft operation is a multiple occurrence of a particular aircraft departure or arrival on a particular runway, with a particular flight track and flight profile. Operations are listed on the AICUZ Flight Inventory sheets.

C) Start the preprocessor by typing 'BASEOPS' and pressing return. You will be prompted to enter the 8 character name of the case with which you wish to work.

When creating a new case, you will be required to define a new 8 character name in the following manner. The first 2 characters should be the base symbol, the third and fourth characters should be the year of the study and the last four characters are alphanumeric identifiers that the BASEOPS user(s) would choose on their own to help identify the case. The 8 character name of **HL890001** will be used as an example. The first 2 characters **HL** are the base symbol for Holloman A.F.B., the third and fourth characters, **89**, are for the year 1989 and the last four characters **0001** are for first study done (note that the designation is totally up to the user of BASEOPS).

By default, BASEOPS 3.01 will store data files on floppy disk drive A. However, this can be changed by modifying line 2 of the file *BASEOPSG.DAT*. For example, to modify the file for use with the program residing on drive C: (typical IBM Hard drive) and the files written out to floppy drive A: the BASEOPSG.DAT file would look as follows:

BASEOPS Data file version 3.01

A:

C:

ENTER:

1. General Airfield Data
2. Runways
3. Navigational Aids
4. Specific Test Locations
5. Flight Tracks
6. Flight Profiles by Aircraft
 - i) Based Aircraft
 - ii) Transient Aircraft
 - iii) Civilian Aircraft
7. Runup Pads
8. Runup Profiles
9. Print Summary
10. Create NOISEMAP file

Figure 3.1 BASEOPS 3.01 Suggested Data Entry Procedure.

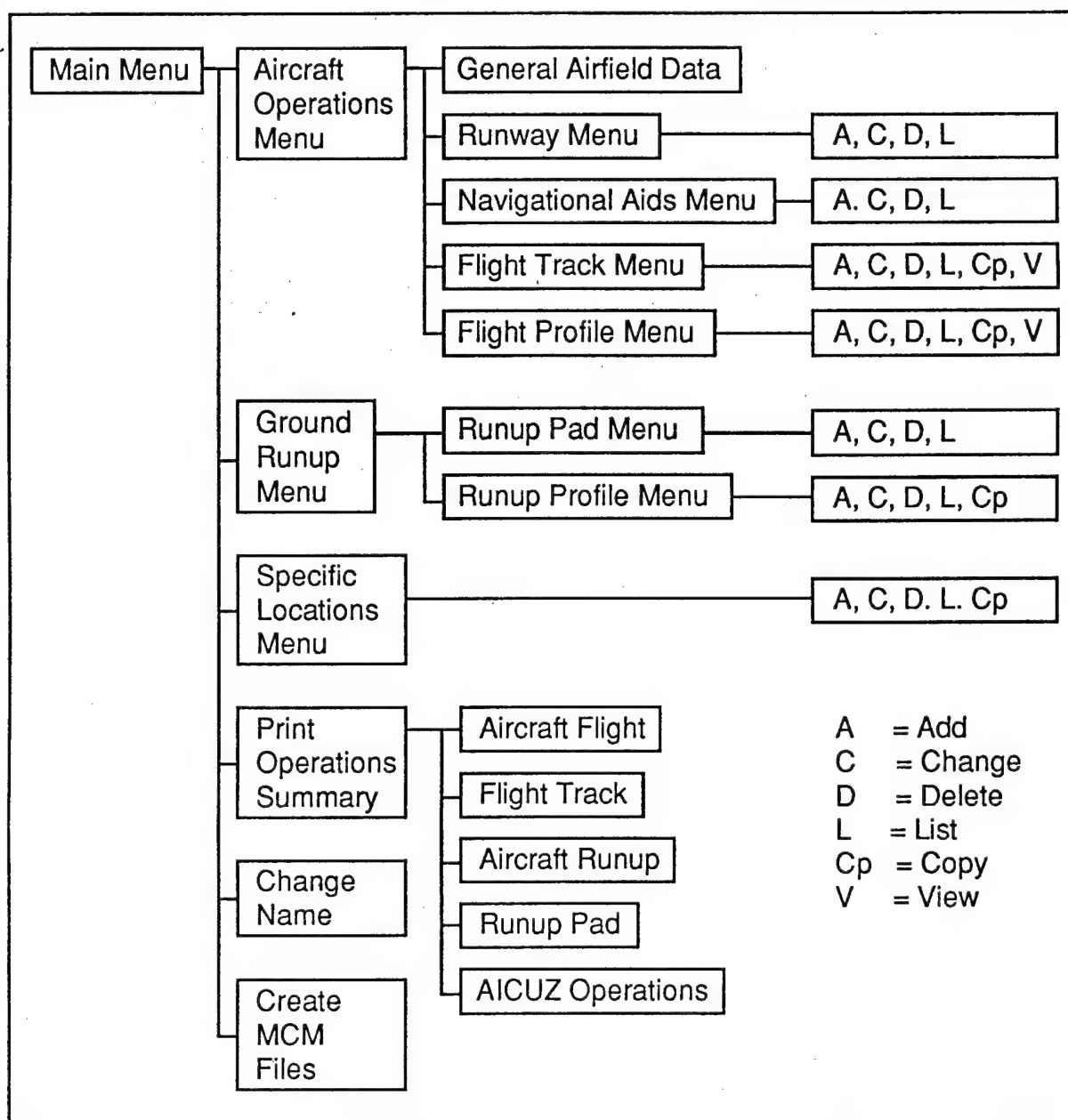


Figure 3.2. BASEOPS 3.01 Program Flow

When creating a new case, you will be required to define a new 8 character name in the following manner. The first 2 characters should be the base symbol, the third and fourth characters should be the year of the study and the last four characters are alphanumeric identifiers that the BASEOPS user(s) would choose on their own to help identify the case. The 8 character name of **HL890001** will be used as an example. The first 2 characters **HL** are the base symbol for Holloman A.F.B., the third and fourth characters, **89**, are for the year 1989 and the last four characters **0001** are for first study done (note that the designation is totally up to the user of BASEOPS).

By default, BASEOPS 3.01 will store data files on floppy disk drive A. However, this can be changed by modifying line 2 of the file *BASEOPSG.DAT*. For example, to modify the file for use with the program residing on drive C: (typical IBM Hard drive) and the files written out to floppy drive A: the *BASEOPSG.DAT* file would look as follows:

BASEOPS Data file version 3.01

A:
C:

D) Choose 'Enter Aircraft Operations Data' from the list of presented options by typing 1 and pressing the return key. Then select 'Enter General Airfield Data', and then 'Edit Runways', entering all pertinent information about the layout of the airfield in the appropriate data entry screens. Again, these screens are for the most part self-explanatory.

When 'Enter General Airfield Data' is selected, the number of periods per day (2 or 3) must be chosen in the BASEOPS program. A 2 period day, which breaks down operations into day and night, is for DNL calculations and a 3 period day, which breaks down operations into day, evening and night, is for CNEL calculations. CNEL calculations are required for all bases in California, all other bases use DNL and a 2 period day.

E) Return to the Main menu and select 'Enter Special Test Locations, to add specific points (Locations where NOISEMAP will list the top contributors to the total noise exposure) and the Navigational Aids locations. Return again to the Main menu and select 'Enter Aircraft Flight Data' and then 'Edit Flight Tracks'. Add each of the flight tracks you listed in step A above. Each track is described by breaking it up into straight segments and constant radius turns. Enter straight segments by typing the segment length in the 'Segment Distance' column, and 0 in the 'Angle' column. Enter turns by typing the curve radius in the 'Radius' column, and the angle of the turn in the 'Angle' column. Right turns are positive, while left turns are negative. For example, the flight track of a plane departing straight out for 22,000 ft and then turning left 90° at a 4000 ft radius and then continuing straight out from there would have the following segment distance or radius / angle combinations:

22000	0
4000	-90
300000	0

These tracks should be viewed on the screen after each is input for visual verification.

F) Choose 'Edit Flight Profiles' from the Aircraft Operations Data Menu, and enter a new flight profile for each unique aircraft operation. The Flight Profile ID is the 4 letter alphanumeric code which was assigned to this profile is step B above. When entering the Aircraft Name, type 'List' to view an inventory of allowable choices. The 'Flight Track Used' entry refers to the 4 letter code given to the flight tracks in steps A and E above. When entering the flight profile data sheets, a list of allowable OPC power codes will appear at the bottom of the screen.

Occasionally the aircraft you desire to model will not be present in the NOISEMAP data base. When this problem arises, call AFESC so that they can determine an equivalent plane for modeling or suggest a method to input the required information for the aircraft of interest. (Future versions of BASEOPS includes an 'Other Aircraft' category so operations input can be completed while waiting for clarification on which aircraft to model from.)

Internal to BASEOPS is a library of default profiles for many transient aircraft that one may encounter. Departure and approach profiles (power settings, air speeds, altitudes, and track distances) are provided for a "typical" takeoff and landing for each transient aircraft in the file. Such profiles are to be used as a last resort if the user cannot determine such profiles from pilots who frequent the Base. The BASEOPS user should consult with (a) the Air Control Tower, and (b) pilots at the Base knowledgeable in transient activities to determine whether some modification of the library profiles is required to account for any local flying constraints at the site. If some transient aircraft do pattern work at the Base, then the flight profiles for those operations are site-specific and should be part of the AICUZ data collection activities.

A supporting document for the BASEOPS user involves the treatment of civilian aircraft noise. Although civilian aircraft are usually not major noise emitters at an Air Force Base, it is necessary to include the operations of such aircraft as the Boeing 707, Lear Jet, etc. This document supplies the user with standard power settings, air speeds, altitudes, and track distances for departures and approaches of those aircraft. These data are identical to the profiles used in the FAA's INM (Integrated Noise Model) data base and have been extracted for use as input to NOISEMAP in the same format as input of data for the military aircraft. These profiles have been included in the BASEOPS program. They can be "Loaded" into the profile screen by typing the letter "L" for "Load" at the first column of the profile screen. The program will check if the aircraft is 'Transient' or 'Civil' and load the proper altitude/power/airspeed profile for that aircraft takeoff or landing.

G) Return to the Main menu and select 'Enter Aircraft Ground Runup Data' from the list of choices. Choose 'Edit Runup Pad Locations', and enter each runup pad, manually recording the 4 letter code you give to each. Then select 'Edit Runup Profiles', and type in each of the runup profiles from the AICUZ sheets.

H) At this point, printed summaries of the data that have been entered can be obtained by selecting 'Print Operations Summary' from the main menu. Five different types of summaries can be printed. Two summaries of the Flyover operations can be printed (one by aircraft and one by flight track) and two summaries of Runup operations can be printed (one by aircraft and one by runup pad). Finally, a printed summary of all the information that has been entered into BASEOPS can be created with the 'AICUZ Summary.' This AICUZ summary should then be reviewed by the Base Commander, Wing Commanders and maintenance personnel for verification.

i) Select 'Create MCM Files' from the main menu. The output files of BASEOPS will be written to disk in file with an 8 character name. The first 4 characters in this file come from the first 4 characters of the 8 character file name that was designated in step C above (HL89 from the example in step C) and the last 4 characters of the file name will be created by BASEOPS (for example, 4367) based on the 60 character case name the user will supply for this file. Note, the last 4 characters of this file name will be different from the last 4 characters of the file name that was defined by the BASEOPS user in step C. The file name will always have a **bps** extension on it. Then, for our example, the file name would be **HL894367.bps**. This bps file will be located in the subdirectory sources.

BASEOPS allows for the user to create subsets of the data from the file the user just created. These can be sent to the MAJCOM to create noise contours for 'What if' scenarios based on the original input data. The subsets of the BASEOPS database can consist of suppressing or modifying with a correction factor either 'Flyover' or 'Runup' operations data. When suppressing or modifying 'Flyover' data, the user can choose to change the operations based on runways, tracks, individual profiles and/or aircraft type. When suppressing or modifying 'Runup,' the user can choose to change the operations based on runup pad, individual profiles and/or aircraft engine type.

J) At this point, the AICUZ data sheets, the BASEOPS files and a signed copy of the AICUZ Summary obtained from the 'Print Operations Summary' (which was created in step H) should be sent to AFCESA/DMPO in order to complete the creation of the NOISEMAP input deck process. Be sure to coordinate with the MAJCOM: in some cases, MAJCOMs may request an opportunity for review. The AICUZ Summary, if signed, should be signed off by the Operations Personnel at each wing and coordinated by the Base AICUZ Officer. The recommendation for signatures of the AICUZ Summary is actually at the discretion of the MAJCOM and is not a strict requirement. Once this step is complete, the process is out of the hands of Base Personnel and MAJCOM assumes responsibility.

3.3. Introduction to the Master Control Module and NMPLLOT

The Master Control Module (MCM) and NMPLLOT are both designed to operate on an IBM-compatible PC and are complementary programs to both BASEOPS and NOISEMAP, which also can be run on an IBM PC. No attempt will be made to go into detail concerning the application of the MCM or NMPLLOT since these will be run at AFCESA/DMPO. Although, in order to understand the overall process, a brief overview of these programs will be presented.

AFCESA/DMPO will use the MCM to run OMEGA10 and OMEGA11, create the final NOISEMAP input file, and then run NOISEMAP. This involves starting the MCM program and loading the case files previously created with BASEOPS (the *casename.bps* files).

As will be discussed in greater detail in Chapter 4, the NOISEMAP program writes out two files each time it is run; (1) a readable file containing the results of the NOISEMAP run (the NOISEMAP chronicle), and (2) a data file that is needed to create contour plots (the NOISEMAP grid file, *casename.grd*).

AFCESA/DMPO will use the NMPLLOT program to create plots of either ground flight tracks or noise contour plots, or the combination of both. This involves starting the NMPLLOT program and loading the grid file previously created with NOISEMAP from the MCM (the *casename.grd* files).

Figure 3.3 shows the interrelationship of Base Personnel, MAJCOM, AFCESA/DMPO, BASEOPS, the MCM, NOISEMAP, NMPLLOT, and the contour plots. The AICUZ report preparation and the HQ USAF/CEVP review of the contours and report are carved out as part of the step entitled "Review and Approve AICUZ Release."

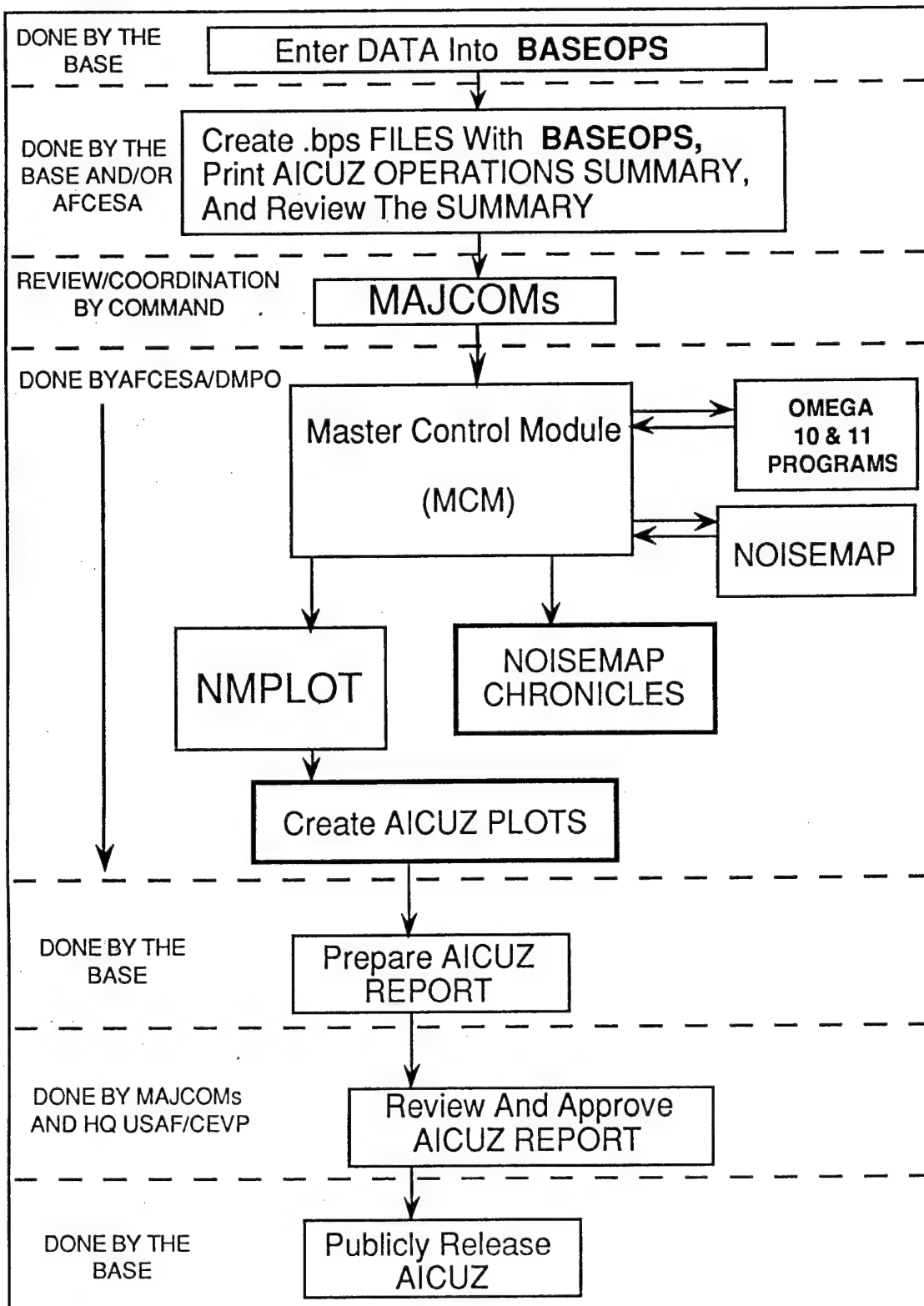


Figure 3.3 The Relationship of BASEOPS, the MCM, the OMEGA Programs, NOISEMAP, NMPlot, and the Resultant NOISEMAP Chronicals and Contour Plots.

4.0 NOISEMAP Output

For AICUZ applications, the primary result of a NOISEMAP analysis is a set of contours which are overlaid on a base map to define the regions of compatible land use. The noise contours selected for this purpose are those which experience has shown are critical in terms of noise impacts on human activity. In order to better understand the information presented by the contours, a few comments on the applicable noise metrics are in order.

4.1 Review of Noise Metrics

The human ear is sensitive to pressure fluctuations over a very wide range. In fact, roughly 7 orders of magnitude separate the threshold of hearing and the threshold of pain. To handle such a wide range of sound pressures in a convenient manner, a logarithmic scale known as the decibel scale is used. In principle, the decibel scale ranges from $-\infty$ to $+\infty$ although virtually all values of interest lie in the range between 0 and 140 dB as illustrated in Table 4.1 (based in part on information contained in the 1989 ASHRAE Handbook of Fundamentals [1]).

Table 4.1 Typical Sound Pressure Levels*

Source	Sound Pressure [Pa]	Sound Pressure Level** [dB re 20 μ Pa]
Threshold of pain	60 – 200	130 – 140
Jet takeoff at 100 m	20	120
Loud rock concert	6	110
Platform of subway station	2	100
Large, unmuffled diesel engine	0.6	90
Computer Printer Room	0.2	80
Freight train at 30 m	0.06	70
Conversational speech at 1 m	0.02	60
Window air conditioner	0.006	50
Quiet residential neighborhood	0.002	40
Whispered conversation at 2 m	0.0006	30
Buzzing insect at 1 m	0.0002	20
Threshold of good hearing	0.00006	10
Threshold of excellent hearing	0.00002	0

* based in part on information contained in the 1989 ASHRAE Handbook of Fundamentals [1]

** Sound pressure level in decibels L_p is defined as $10 \log_{10} (p/p_{\text{ref}})$, where p is sound pressure (root mean square of pressure fluctuations) and $p_{\text{ref}} = 20 \mu\text{Pa}$.

In describing a noise source, it is more convenient to talk in terms of the sound power radiated by the source in watts. Sound power is related to the square of the sound pressure existing at a point and has its own decibel scale referenced to $1 \text{ pW} = 10^{-12} \text{ W}$. The use of the

word "level" in describing a sound power or sound pressure measurement automatically connotes the use of the decibel scale with the appropriate reference value. In some cases, the reference value is stated explicitly as in "50 dB re 20 μ Pa" which may be interpreted as "50 decibels with reference pressure of 20 μ Pa."

Since the decibel scale is logarithmic, two sound levels cannot be simply added arithmetically. To illustrate this point, consider the correspondence between changes in sound pressure and sound pressure level as illustrated in Table 4.2. Thus, we see that if two sources both producing 60 dB at a point are operated simultaneously, the sound pressure at that point will double (from 0.02 Pa to 0.04 Pa) but the sound pressure level will only increase by 3 dB to 63 dB. Moreover, experience has shown that humans are unable to detect differences in sound level of less than about 3 dB; thus, differences of this magnitude should not be considered significant in terms of land-use planning.

Table 4.2 Effect of Changes in Sound Pressure on Decibel Level.

Sound pressure....	Sound pressure level...
doubles	increases by 6 dB
increases by ten-fold	increases by 20 dB
increases by a hundred-fold	increases by 40 dB

The impact of noise depends not only on the sound level, but also on the spectral and temporal nature of the sound. The spectral nature of sound is accounted for by weighting each component frequency by a response factor in determining the overall level. A-weighting is most often used since it is thought to most closely approximate the response of the human ear.

The temporal nature of the sound is accounted for by averaging over a specific period of time. It is here that some differences arise between the different noise metrics which are germane to understanding NOISEMAP results.

The sound exposure level (SEL) is the level which would have to exist in order to produce in one second the same integrated exposure as does the actual noise source during its operation. The SEL concept is illustrated in Figure 4.1. The sound exposure level is used internally by the NOISEMAP computer program to characterize exposure from a single flyover or runup event.

It is customary in analyzing *long-term* noise exposures to speak in terms of one day as the averaging period. Single-event sound exposure levels can be adjusted to the day-long averaging period by subtracting roughly 50 dB (more precisely $49.4 \text{ dB} = 10 \log_{10}(3600 \text{ seconds/hr} \times 24 \text{ hrs/day})$). This value must then be adjusted according to the average number of events per day: two events per day increases the value by 6 dB, 10 events per day increases the value by 20 dB, 100 events per day increases the value by 40 dB, and so on. It is important to note that the choice of one day as the averaging period is for convenience (as is the choice of one second in defining SEL); long-term averages are unaffected by this choice. If, for example, a two-day averaging period was selected, the negative adjustment to the sound exposure level would be 53 dB instead

of 50 dB but this amount would be exactly offset by the 6 dB increase associated with the doubling in the number of events per averaging period (two days instead of one).

In order to account for the increased impact of nighttime noise, the day-night level (DNL; may also be appear as LDN or L_{dn} in the noise literature) is defined. In computing the day-night

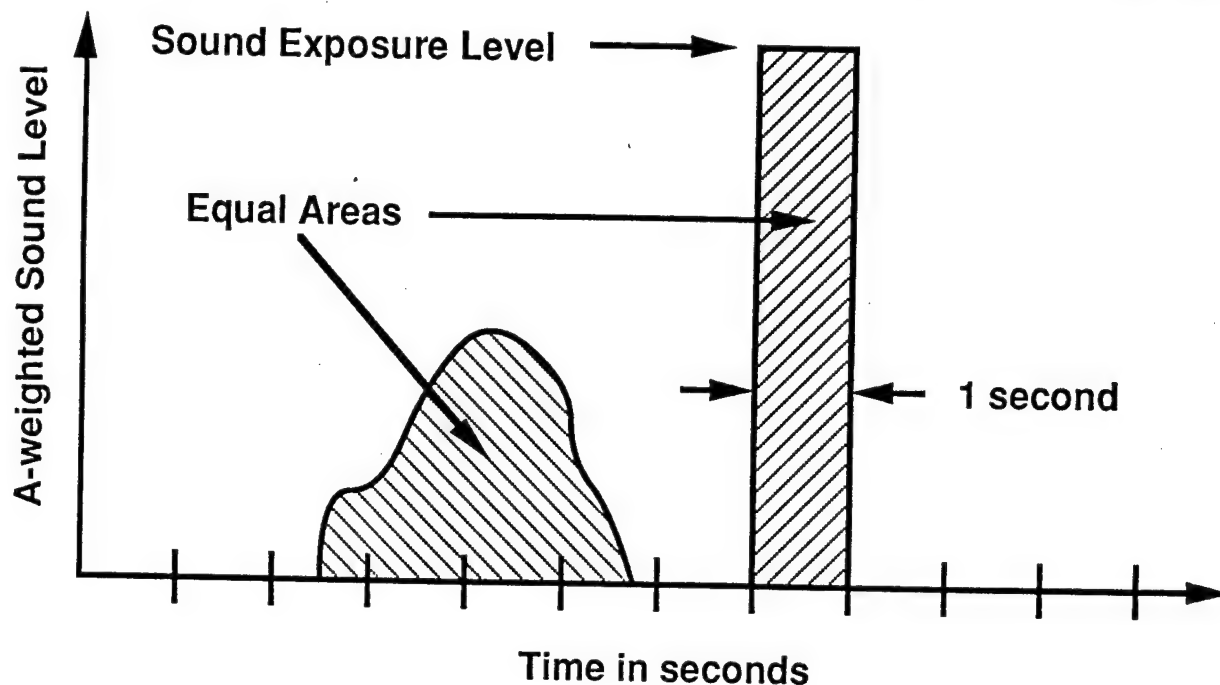


Figure 4.1 Determination of Sound Exposure Level (SEL).

level, a 10 dB penalty is assessed for noise occurring between 2200 hours and 0700 hours, thus requiring that events be segregated into daytime and nighttime categories. The day-night level is the metric most commonly used in noise impact analysis and thus is the one employed in the AICUZ analysis for all locations except for those in the state of California. California law requires the use of Community Noise Equivalent Level (CNEL) which differs from the day-night level in that a 3 dB penalty is applied to noise occurring between 1900 hours and 2200 hours. Thus, events must be segregated into three categories: daytime (0700 – 1900), evening (1900 – 2200) and nighttime (2200 – 0700).

4.2 AICUZ Noise Metrics

AICUZ policy recognizes four day-night levels as critical for land-use planning: 65 dB, 70 dB, 75 dB and 80 dB. These values are premised on a threshold of 65 dB DNL and the fact that values above 80 dB DNL generally occur only very near the runway or runup pad where community noise impacts are a moot issue. The choice of 65 dB DNL as the threshold for noise impacts has the greatest support in the literature and this fact is generally recognized by local governing bodies.

For the state of California, the Air Force incorporates the state-recognized CNEL methodology into AICUZ documents, in addition to DNL. Also, the 60 DNL level is added to AICUZ studies for bases in the state of California.

4.3 Sample NOISEMAP Output

The NOISEMAP program has been modified so that it can be run on an IBM PC. The NOISEMAP computer program for noise impact analyses produces two primary types of output as shown in Figure 4.2: (i) printed output file known as the NOISEMAP chronicle and (ii) graphical output consisting of contour and ground-track maps. (The graphical output is actually obtained after running the NMPLOT program at AFCESA/DMPO, using the NOISEMAP grid file - see Section 3.3). NOISEMAP also produces point analyses for specific sites as well as area calculations.

In describing this output more fully below, we shall begin with the most critical element of the analysis, the contour map, and work backward toward the less critical elements of the output.

Figure 4.3 shows the base map for a sample case (Scott AFB) with a single runway identified. Figure 4.4 presents the contour map overlaid on the base map. Notice the four sound-level contours, each indicated by its own specific line type. The contours are roughly oval in shape and oriented along the runway as expected, but the 65 and 70 dB contours show several notable protrusions which can be associated with specific ground tracks as will be seen shortly. *Figure 4.4 represents the primary end-product of the AICUZ contour generating process.*

It is beneficial to produce component contour plots for internal review (not to be included in the AICUZ report) in order to determine how much each type of operation contributes to the overall contour. A breakdown of operations can be made of the individual operations from the assigned, transient, and civil aircraft operations, as well as, for example, closed pattern or ground-runup operations for any of the various types of aircraft. In general, the choice of the breakdown in operations should be based on which types of operations are of interest to the review committee. Appendix D shows all of the component contours for the 1990 Scott AFB AICUZ study. At Scott AFB, the breakdown of component operations was as follows:

- Military Transients
- Civil Operations
- Assigned C-141 flyovers
- Assigned C-141 ground runups
- Assigned F-4 flyovers
- Assigned C-17 flyovers

The components above, are shown plotted in Appendix D.

The ability exists to plot out the ground tracks as shown in Figure 4.5. These maps can be shown to the pilots and unit commanders to verify the ground track information. Figure 4.6 shows the ground tracks overlaid with the noise contours on the base map. Here, we see that the protrusions apparent in the 65 and 70 dB contours can be directly traced to specific flight patterns as noted above. Examination of the operations data allows one to determine the contributing factors more specifically.

A very useful form of optional output is the specific point analysis. The user has the ability to select one or more specific ground locations for which a detailed analysis is presented. Figure 4.7 presents the tabular listing of the top 18 flyover events produced by a specific point analysis. The point is identified by a three character code (RP1 in this case) and by its x and y coordinates. Note that the total contribution of all flyover events and the total sound level at the point are given at the bottom of the listing. The fact that the two values are equal indicates that runup events provide a negligible contribution at this point.

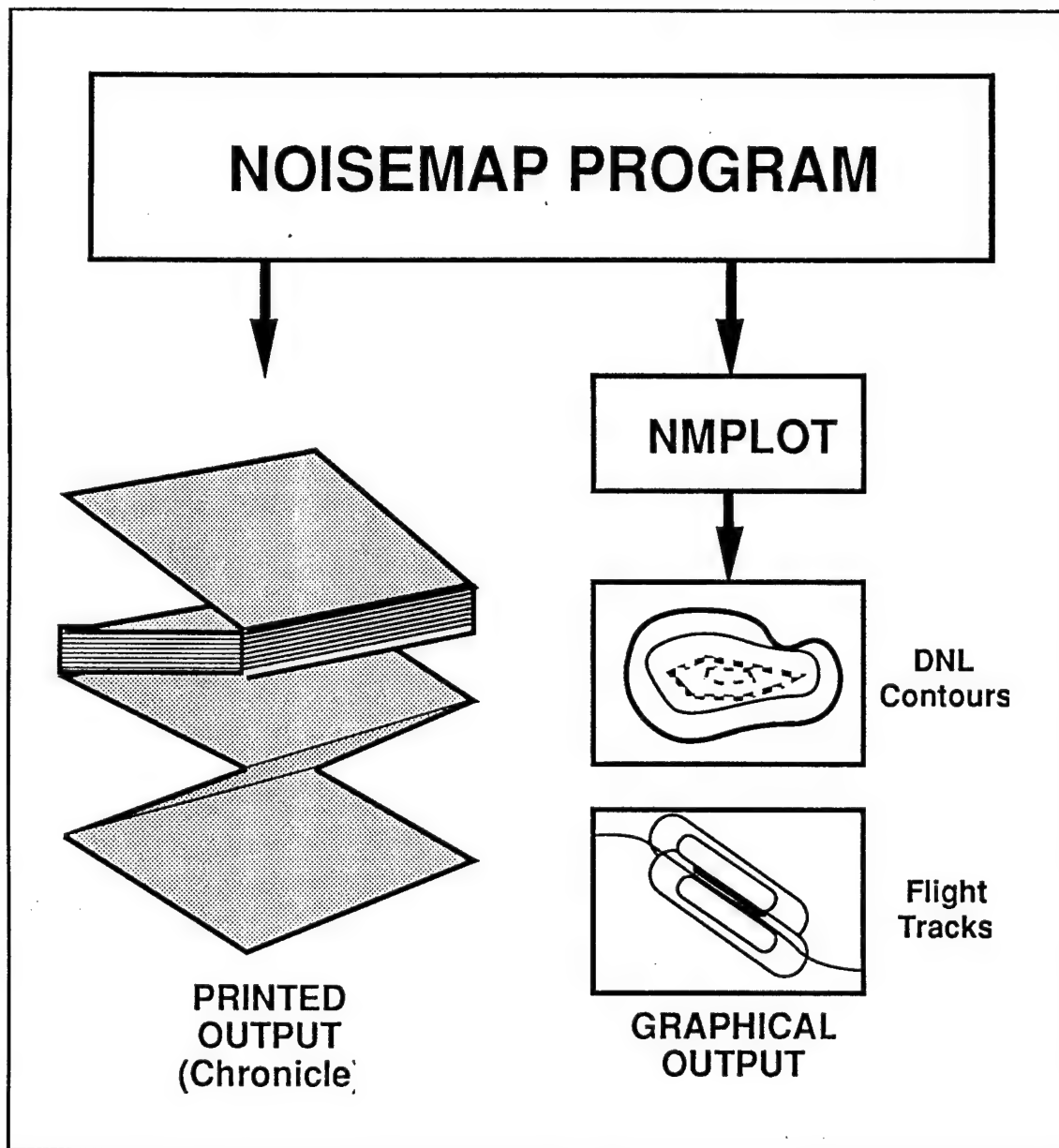


Figure 4.2 Resultant Outputs of the NOISEMAP Program

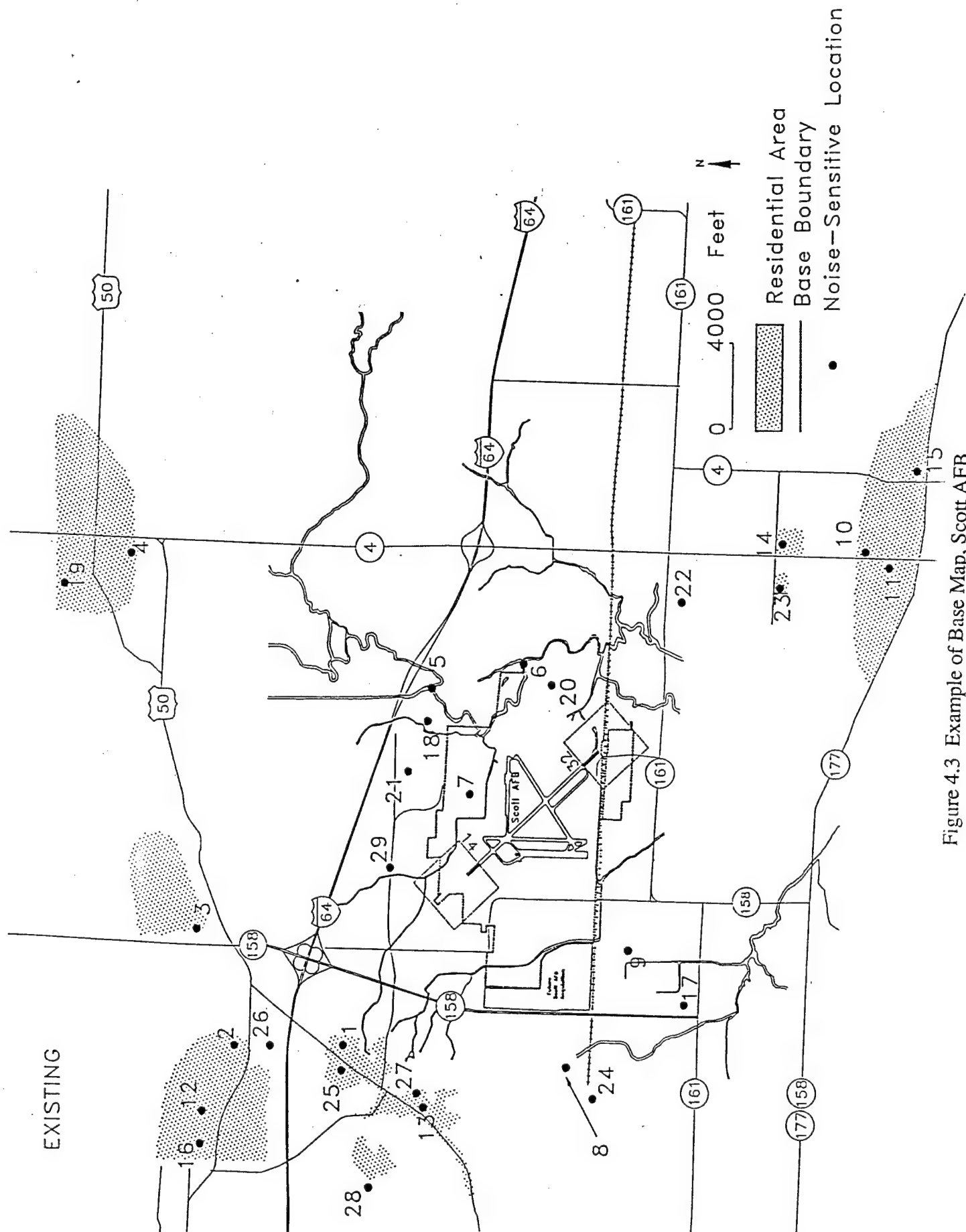


Figure 4.3 Example of Base Map, Scott AFB

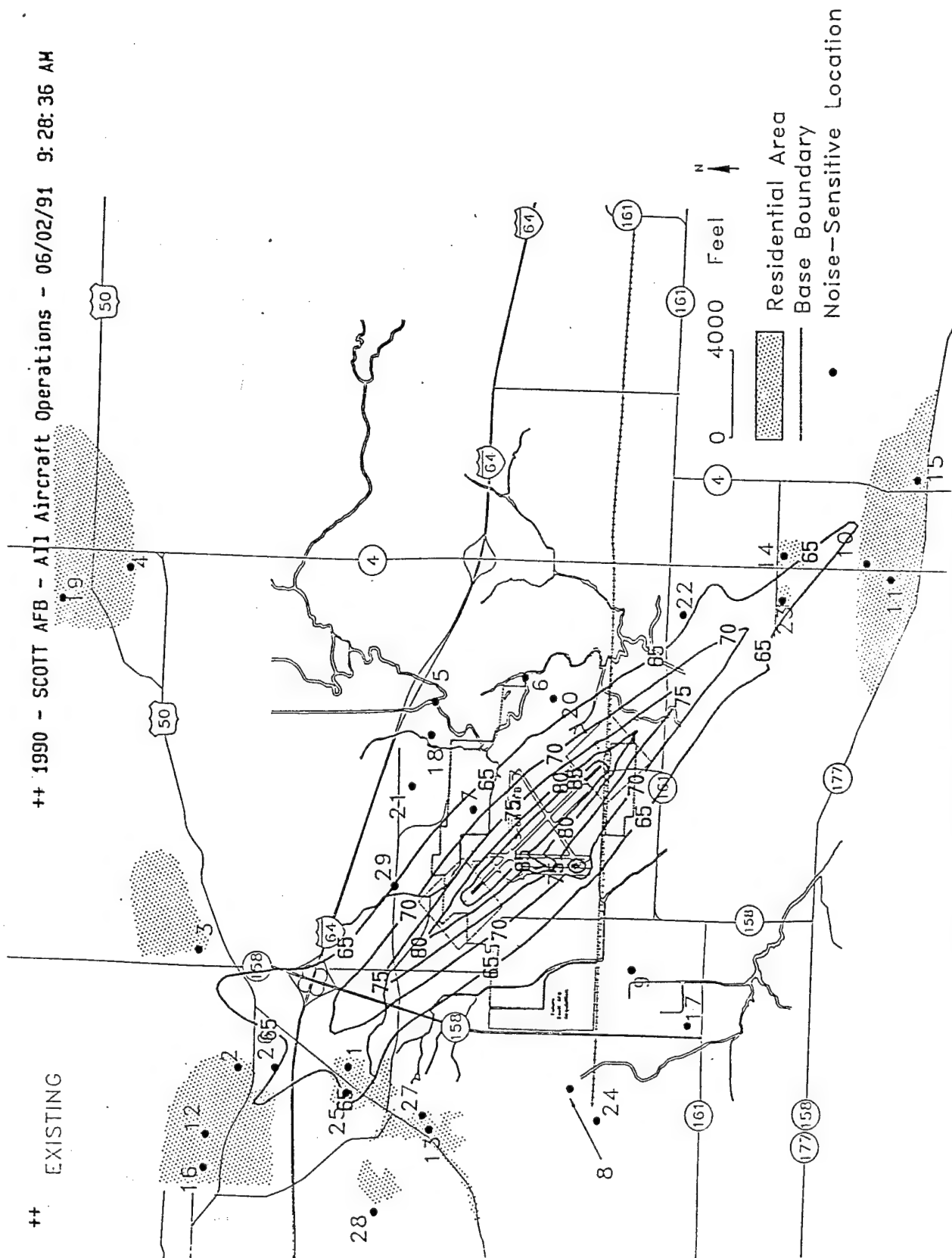


Figure 4.4 Example of Base Map with Noise Contours, Scott AFB

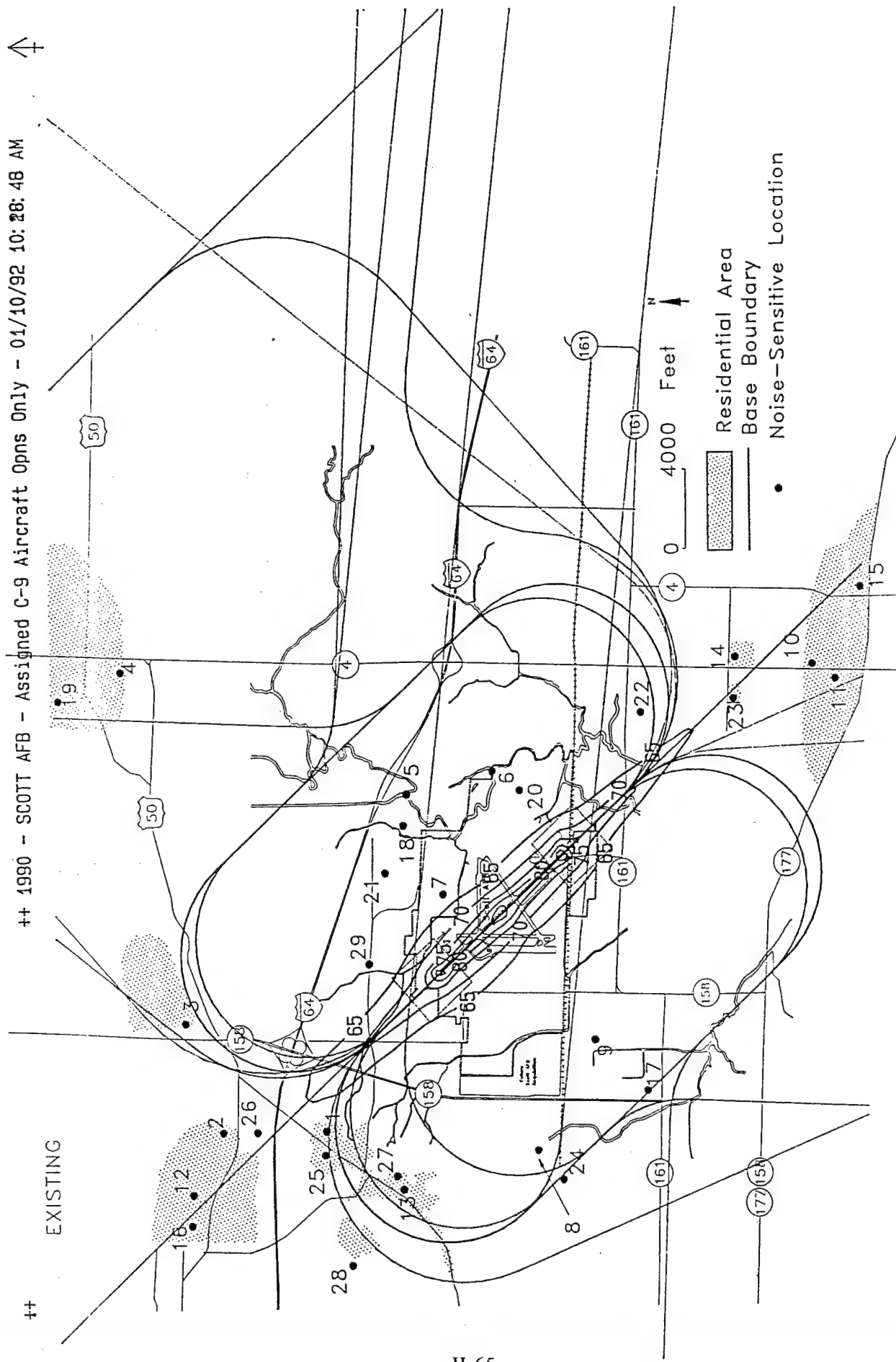


Figure 4.6 Example of Base Map with Flight Tracks and Noise Contours, Scott AFB

SUMMARY OF AIRCRAFT FLIGHT OPERATIONS AT SPECIFIC GROUND LOCATION RP1

X = 2580.0 FT Y = 4566.0 FT

RANK	1	2	3	4	5	6
AIRCRAFT	38	38	38	7	38	38
MISSION	5	2	1	2	1	2
FLIGHT TRK	29RC	29RD	29RD	29D8	9RD	29D8
POWER	101.0% RPM	100.0% RPM	100.0% RPM	101.0 % NC	101.0% RPM	101.0% RPM
AIRSPEED	300 KTS	325 KTS	150 KTS	350 KTS	150 KTS	210 KTS
ALTITUDE	1553 FT	99 FT	392 FT	799 FT	392 FT	1338 FT
SLANT DIST	1771 FT	5206 FT	5220 FT	5267 FT	5220 FT	5389 FT
ELEV ANGLE	61.24 DEG	1.10 DEG	4.31 DEG	8.73 DEG	4.31 DEG	14.38 DEG
EVENTS DAY	0.086	0.259	8.913	0.043	2.228	0.068
NIGHT	0.000	0.000	0.000	0.000	0.000	0.000
SEL	101.72 DB	92.39 DB	76.03 DB	95.69 DB	76.07 DB	90.09 DB
DNL	41.64 DB	37.08 DB	36.09 DB	32.52 DB	30.11 DB	28.96 DB
CUMUL DNL	41.64 DB	42.94 DB	43.75 DB	44.07 DB	44.24 DB	44.37 DB
RANK	7	8	9	10	11	12
AIRCRAFT	31	130	31	38	33	38
MISSION	2	2	2	1	2	2
FLIGHT TRK	29D8	29D8	10D8	11LD	29D8	11LD
POWER	100.0% RPM	98.0 % RPM	100.0% RPM	100.0% RPM	101.0% RPM	100.0% RPM
AIRSPEED	180 KTS	140 KTS	180 KTS	150 KTS	150 KTS	150 KTS
ALTITUDE	195 FT	572 FT	0 FT	0 FT	482 FT	0 FT
SLANT DIST	5209 FT	5237 FT	5244 FT	5244 FT	5227 FT	5244 FT
ELEV ANGLE	2.15 DEG	6.27 DEG	0.00 DEG	0.00 DEG	5.30 DEG	0.00 DEG
EVENTS DAY	0.085	0.030	0.015	0.375	0.085	0.011
NIGHT	0.000	0.004	0.000	0.000	0.000	0.000
SEL	87.36 DB	87.32 DB	94.02 DB	79.62 DB	82.68 DB	91.46 DB
DNL	27.21 DB	26.50 DB	26.33 DB	25.92 DB	22.53 DB	22.39 DB
CUMUL DNL	44.45 DB	44.52 DB	44.58 DB	44.64 DB	44.67 DB	44.70 DB
RANK	13	14	15	16	17	18
AIRCRAFT	38	7	133	38	86	38
MISSION	4	2	2	1	2	4
FLIGHT TRK	29RA	10D8	29D8	11LD	29D8	29RA
POWER	99.0 % RPM	101.5% NC	96.0 % RPM	100.0% RPM	99.6 % NF	99.0 % RPM
AIRSPEED	300 KTS	350 KTS	300 KTS	150 KTS	175 KTS	300 KTS
ALTITUDE	2000 FT	0 FT	561 FT	0 FT	850 FT	2000 FT
SLANT DIST	2013 FT	5244 FT	5235 FT	5244 FT	5303 FT	3080 FT
ELEV ANGLE	83.43 DEG	0.00 DEG	6.16 DEG	0.00 DEG	9.23 DEG	40.48 DEG
EVENTS DAY	0.173	0.008	0.017	0.094	0.140	0.345
NIGHT	0.000	0.000	0.000	0.000	0.004	0.000
SEL	78.80 DB	92.40 DB	88.57 DB	79.60 DB	76.61 DB	73.84 DB
DNL	21.72 DB	21.71 DB	21.42 DB	19.88 DB	19.79 DB	19.78 DB
CUMUL DNL	44.72 DB	44.74 DB	44.76 DB	44.77 DB	44.79 DB	44.80 DB
					FLIGHT DNL	44.90 DB
					TOTAL DNL	44.90 DB

Figure 4.7 Summary of Aircraft Flight Operations at a Specific Point from NOISEMAP

Figure 4.8 shows a section of the listing which has been enlarged for further examination; Table 4.3 summarizes the information presented in this partial listing.

Figure 4.9 presents the tabular listing of the top 9 runup events produced by the specific point analysis. Here, the specific point is designated RP2 with the x and y coordinates shown. In this case, the total contribution of the runup events is 52.16 dB which is appreciably less than the 65.40 dB from both runup and flyover events.

Figure 4.10 shows a section of the listing which has been enlarged for further examination; Table 4.4 summarizes the information presented in this partial listing. This table illustrates the F-16 example presented earlier and is used to illustrate the specific data obtained. In other applications for other aircraft, %RPM could be deg C TIT, EPR, %NF, etc. Note that the runup pad RP1 identifies the ID of location (may be expressed as R1, TP5, S-47, etc.) and not the type of runup pad.

Additional information available in the NOISEMAP chronicle is given in Figures 4.11 through 4.14.

Specifically, Figure 4.11 shows the contour area summary printed in the NOISEMAP chronicle. The leftmost column of the summary lists the DNL contour values. The next three columns present the area enclosed within each contour in units of (i) millions of square feet, (ii) acres and (iii) square miles, respectively. The rightmost column gives the maximum grid spacing which should be used to fully define the specified contour. For example, a grid spacing of 729 feet or less is required to define the 65.dB DNL contour. The code may need to be rerun, if the grid spacing initially selected is too large. This refinement is carried out by the organization making the NOISEMAP predictions and is not a direct concern to the Base Planner.

RANK	1	2
AIRCRAFT	38	38
MISSION	5	2
FLIGHT TRK	29RC	29RD
POWER	101.0% RPM	100.0% RPM
AIRSPEED	300 KTS	325 KTS
ALTITUDE	1553 FT	99 FT
SLANT DIST	1771 FT	5206 FT
ELEV ANGLE	61.24 DEG	1.10 DEG
EVENTS DAY	0.086	0.259
NIGHT	0.000	0.000
SEL	101.72 DB	92.39 DB
DNL	41.64 DB	37.08 DB
CUMUL DNL	41.64 DB	42.94 DB

Figure 4.8 Summary of Top Two Aircraft Flight Operations at a Specific Point from NOISEMAP

Table 4.3 Definitions of Terms Used in Listing of Top Flyover Contributors.

RANK	Rank of contributor to sound level at specified point, 1 is highest, 2 next highest, etc.
AIRCRAFT	Aircraft ID code; 38 is the ID code for an F-16
MISSION	Code assigned by NOISEMAP to designate a particular aircraft, runway and departure/arrival/closed-pattern combination
FLIGHT TRK	Specific flight track of contributor; 29RC means closed pattern on runway 29R; 29RD means departure on runway 29R
POWER	Maximum power setting of aircraft
AIRSPEED	Airspeed of aircraft
ALTITUDE	Altitude of aircraft at point of closest approach
SLANT DIST	Line of sight distance from ground observer to aircraft at point of closest approach
ELEVATION ANGLE	Angle between nose of aircraft and ground observer and aircraft at point of closest approach
EVENTS DAY	Number of events of this type occurring during daytime period (0700 – 2200)
(EVENTS) NIGHT	Number of events of this type occurring during nighttime period (2200 – 0700)
EFFECTIVE SEL	Sound exposure level for this event
DNL	Event-weighted day-night level due to this contributor alone
CUMUL DNL	Event-weighted day-night level due to this contributor and all contributors of higher rank

Figures 4.12 and 4.13 illustrate how NOISEMAP handles the ground track and profile data. Ground tracks are described in terms of (i) straight segments and (ii) turns with associated radii. Takeoffs, landings and closed patterns associated with a particular aircraft and runway (F-16 on runway 29R in Figure 4.12) are assigned an internal mission number (1 in the example shown in Figure 4.12). This mission number is stored internally by NOISEMAP and is the means by which the event is identified in the specific point analysis as was previously noted (see Table 4.3). The takeoff shown in Figure 4.12 employs altitude profile 3801 and power profile 38001. The flight is divided into a series of subflights based on the track distances at which the elevation angle, power setting and/or heading change. The altitude profile used for this takeoff and designated 3801 is given in Figure 4.13. The elevation angle changes at each of the track distances shown in the altitude profile. Thus, referring to Figure 4.12, once again, we see that the subflights are determined by these corresponding changes in elevation angle. Notice also that each of these subflights has an associated "noise profile". The noise profile is a sound level versus distance function for both ground-to-ground and air-to-ground transmission paths. The noise profile designated "38021" and used in subflight 3 of mission 1 is given in Figure 4.14 as printed in the NOISEMAP chronicle. Each subflight contributes to the sound level at individual receptor points according to the distance from the point and the number of events of the specified type which take place.

SUMMARY OF AIRCRAFT RUNUP OPERATIONS AT SPECIFIC GROUND LOCATION RP2					
X = 6709.0 FT Y = -6189.2 FT					
RANK	1	2	3	4	5
AIRCRAFT	705	714	705	705	714
THRUST	92	92	92	68	92
RUNUP PAD	HH	HH	HH	HH	HH
POWER	92 % RPM	92 % RPM	92 % RPM	68 % RPM	92 % RPM
SLANT DIST	20 FT	20 FT	20 FT	20 FT	20 FT
ANGLE	105.2 DEG	105.2 DEG	105.2 DEG	105.2 DEG	105.2 DEG
TIME DAY	1800.0 SEC	216.0 SEC	600.0 SEC	2400.0 SEC	81.0 SEC
NIGHT	0.0 SEC	0.0 SEC	0.0 SEC	0.0 SEC	0.0 SEC
A-LEVEL	64.92 DB	71.32 DB	64.92 DB	58.77 DB	71.32 DB
DNL	48.02 DB	45.21 DB	43.25 DB	43.13 DB	40.95 DB
CUMUL DNL	48.02 DB	49.85 DB	50.71 DB	51.41 DB	51.78 DB
RANK	6	7	8	9	
AIRCRAFT	705	714	714	714	
THRUST	80	80	80	80	
RUNUP PAD	HH	HH	HH	HH	
POWER	80 % RPM	80 % RPM	80 % RPM	80 % RPM	
SLANT DIST	0 FT	20 FT	20 FT	20 FT	
ANGLE	105.2 DEG	105.2 DEG	105.2 DEG	105.2 DEG	
TIME DAY	1800.0 SEC	648.0 SEC	86.4 SEC	86.4 SEC	
NIGHT	0.0 SEC	0.0 SEC	0.0 SEC	0.0 SEC	
A-LEVEL	55.66 DB	58.30 DB	58.30 DB	58.30 DB	
DNL	38.77 DB	36.97 DB	28.21 DB	28.21 DB	
CUMUL DNL	51.99 DB	52.13 DB	52.15 DB	52.16 DB	
				RUNUP DNL	52.16 DB
				TOTAL DNL	65.40 DB

Figure 4.9 Summary of Aircraft Runup Operations from NOISEMAP

RANK	1	2
AIRCRAFT	705	714
THRUST	92	92
RUNUP PAD	HH	HH
POWER	92 % RPM	92 % RPM
SLANT DIST	20 FT	20 FT
ANGLE	105.2 DEG	105.2 DEG
TIME DAY	1800.0 SEC	216.0 SEC
NIGHT	0.0 SEC	0.0 SEC
A-LEVEL	64.92 DB	71.32 DB
DNL	48.02 DB	45.21 DB
CUMUL DNL	48.02 DB	49.85 DB

Figure 4.10 Summary of Top Two Aircraft Runup Operations from NOISEMAP

Table 4.4 Definitions of Terms Used in Listing of Top Runup Contributors.

RANK	Rank of contributor to sound level at specified point, 1 is highest, 2 next highest, etc.
AIRCRAFT	Aircraft ID code; 705 is the ID code for a F-16 in frame in hush house; 714 is the ID code for an F-100 engine out of frame in hush house
THRUST	Thrust level in per cent RPM
RUNUP PAD	Type of runup pad; HH = hush house
POWER	Maximum power setting of aircraft or engine
SLANT DIST	Line of sight distance from ground observer to aircraft or engine
ANGLE	Horizontal angle from nose of aircraft or engine to ground observer
EVENTS DAY	Number of events of this type occurring during daytime period (0700 - 2200)
(EVENTS) NIGHT	Number of events of this type occurring during nighttime period (2200 - 0700)
A-LEVEL	A-weighted sound level due to runup event
DNL	Event-weighted day-night level due to this contributor alone
CUMUL DNL	Event-weighted day-night level due to this contributor and all contributors of higher rank

THERE ARE 3178 DNL DATA POINTS

<u>DNL</u>	<u>MILL SO FT</u>	<u>ACRES</u>	<u>SO MILES</u>	<u>GRID SPACING ESTIMATE (FT)</u>
65.0	33.450	767.906	1.200	729.522
70.0	19.583	449.571	0.702	558.192
75.0	11.333	260.178	0.407	424.638
80.0	3.167	72.697	0.114	224.461

Figure 4.11 Contour Area Report

```

+++ TAKE-OFFS   FLIGHT TRACK 29RD  Departure

      PROCEED      27200. FT
      TURN LEFT 41.0 DEG WITH 15000. FT RADIUS
      PROCEED      300000. FT

+++ TAKEOFF DESCRIPTOR CLASS NO - 38  A/C - F16 29RD

                                     MISSION NO -      1
                                     ALT PROF -      3801
                                     POW PROF -     38001
                                     TURN RAD -      0.0 FT

      SUBFLIGHT NOISE PROF          TRACK LIMITS (FT)
      -----
      1          38011              0.0 TO 2842.0
      2          38011             2842.0 TO 6000.0
      3          38021             6000.0 TO 12000.0
      4          38031            12000.0 TO 100000.0

```

Figure 4.12 Ground Track and Takeoff Description Data

```

+++ ALTITUDE PROFILE          NAME =    3801  F16 29RD

      TRACK DIST      ALTITUDE
      -----
      0. FT           0. FT
      2842. FT        0. FT
      6000. FT        200. FT
      12000. FT        500. FT
      24000. FT       1660. FT
      36000. FT       3660. FT
      48000. FT       5660. FT
      66000. FT       7660. FT
      90000. FT       9660. FT
      300000. FT      9660. FT

+++ DELTA-SEL   PROFILE          NAME =    38001  F16 29RD

      TRACK DIST      REL POWER (DB)
      -----
      0. FT           -1.1
      2842. FT        0.0

```

Figure 4.13 Altitude Profile and DSEL Profile Data

```

+++ FLIGHT NOISE LEVEL PROFILE (SEL) NAME= 38021 F-16
COMMENT 03802121 OMEGA10.5 Aug 10 88 F-16 230 KTS 70 F 20 PCT
COMMENT 03802121 HIGH BYPASS FAN N038 N038131B2 N038051B2
COMMENT 03802121 INTERMED POWER (MIL) 90.0 % RPM

```

DIST	INTEG. "A"-WEIGHTED NOISE LEVEL	
	GRND-TO-GRND	AIR-TO-GRND
200. FT	112.2	117.2
250. FT	110.4	115.4
315. FT	107.3	113.6
400. FT	104.2	111.8
500. FT	101.4	110.0
630. FT	98.5	108.1
800. FT	95.7	106.2
1000. FT	93.1	104.2
1250. FT	90.5	102.2
1600. FT	88.0	100.1
2000. FT	85.5	98.0
2500. FT	82.9	95.8
3150. FT	80.3	93.5
4000. FT	77.6	91.1
5000. FT	74.7	88.6
6300. FT	71.7	86.0
8000. FT	68.4	83.3
10000. FT	64.9	80.5
12500. FT	60.7	77.5
16000. FT	56.1	74.5
20000. FT	51.3	71.3
25000. FT	46.8	67.9

Figure 4.14 Noise Level Profile

4.4 REFERENCES

1. ASHRAE Handbook: 1989 Fundamentals Volume, American Society of Heating, Refrigerating and Air-Conditioning Engineers, Inc., 1791 Tullie Circle NE, Atlanta, GA 30329, 1989.

Appendix A

Set of Blank Sheets for the AICUZ Data Package

AICUZ INSTALLATION OPERATIONAL DATA FOR

(BASE)

(STATE)

TEMPERATURE: _____

(DATE)

ELEVATION: _____

HUMIDITY: _____

MAG DEC: _____

RUNWAYS							
IDENT.	W *	L	GLIDE SLOPE	END COORDINATES			
				N	W	N	W

* NOISEMAP COMPUTER PROGRAM PROVIDES STANDARD WIDTH

NAVAIDS			
IDENT.	TYPE	COORDINATES	
		N	W

MILITARY AIRCRAFT DATA

ASSIGNED AIRCRAFT	
TYPE	NUMBER

TRANSIENT AIRCRAFT	
TYPE	NUMBER

AIRCRAFT DATA

AIRCRAFT IDENTIFIER	CHARACTERISTICS

ALL RUNWAYS

TOTAL OPS= TAKEOFFS + LANDINGS

[illegible]

DEPARTURE

RUNWAY: _____

TRACK IDENT.: _____

DEPARTURE TRACK SKETCH:



DESCRIPTION:

ARRIVAL

RUNWAY: _____

TRACK IDENT.: _____

APPROACH TRACK SKETCH:

DESCRIPTION:

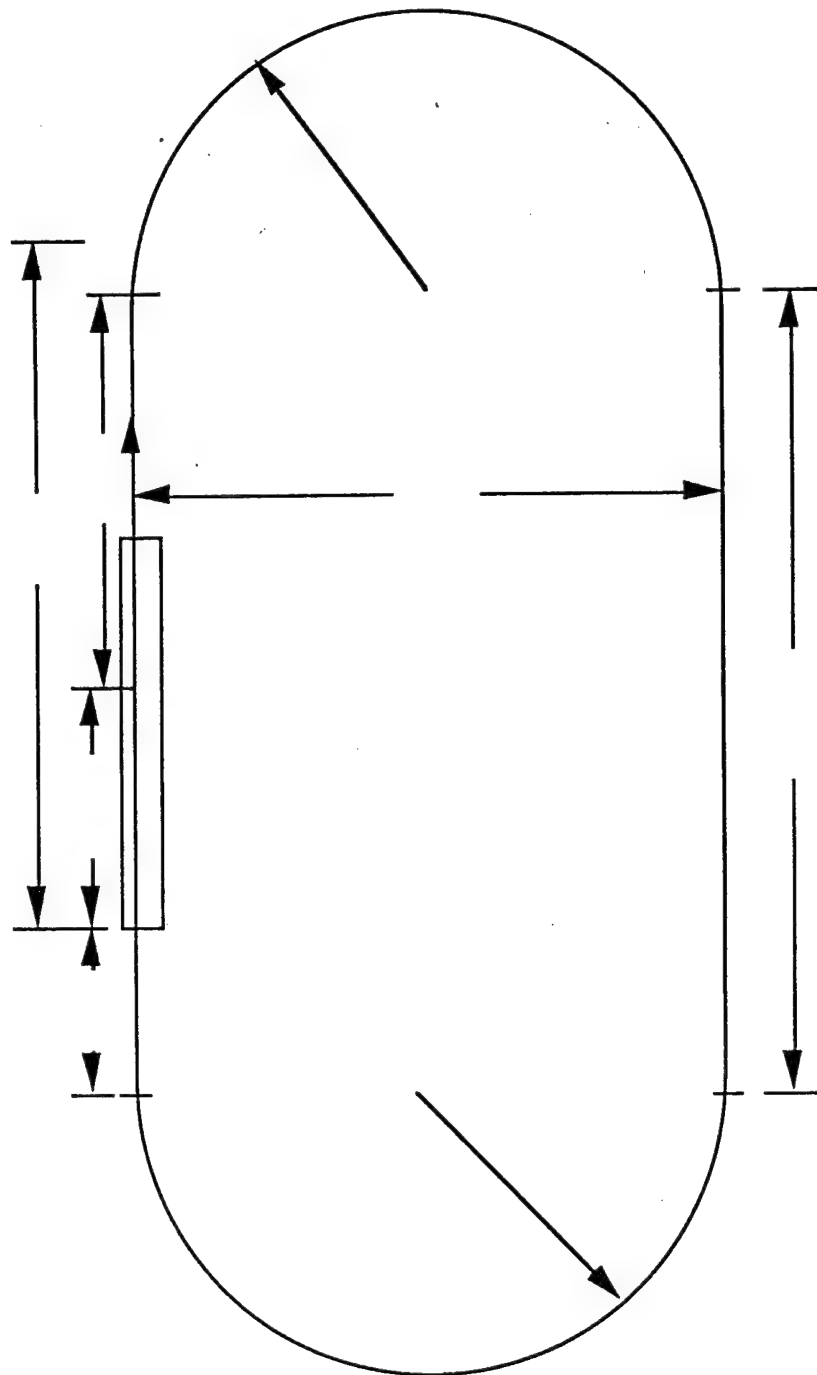


CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



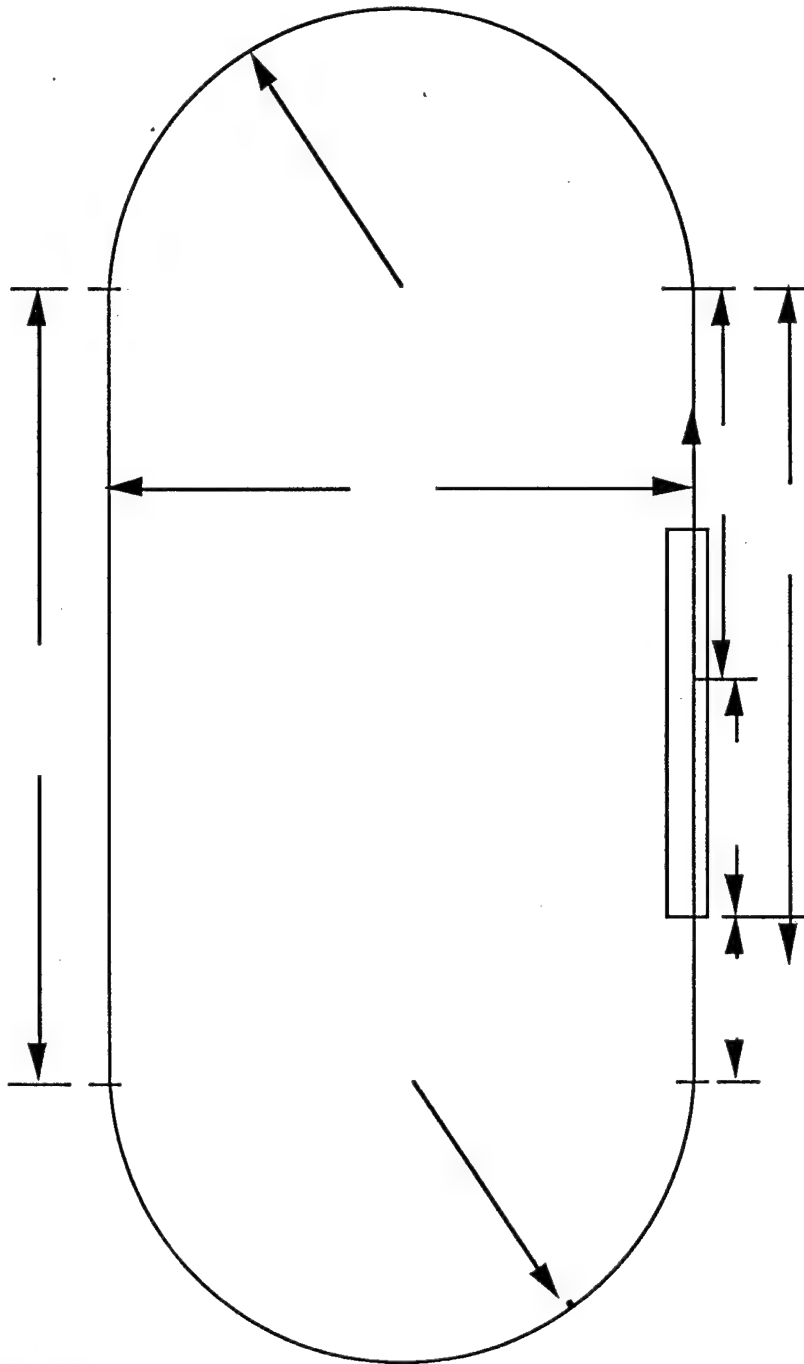
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



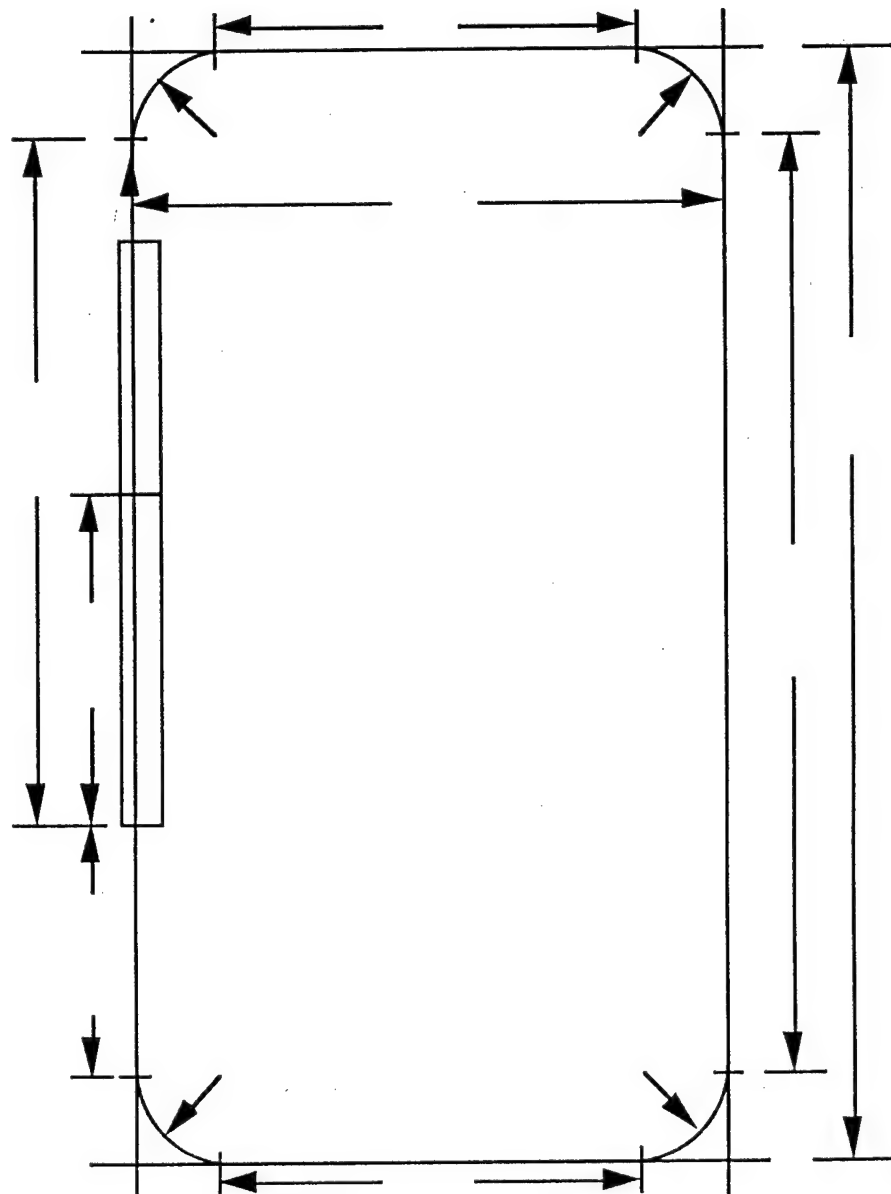
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



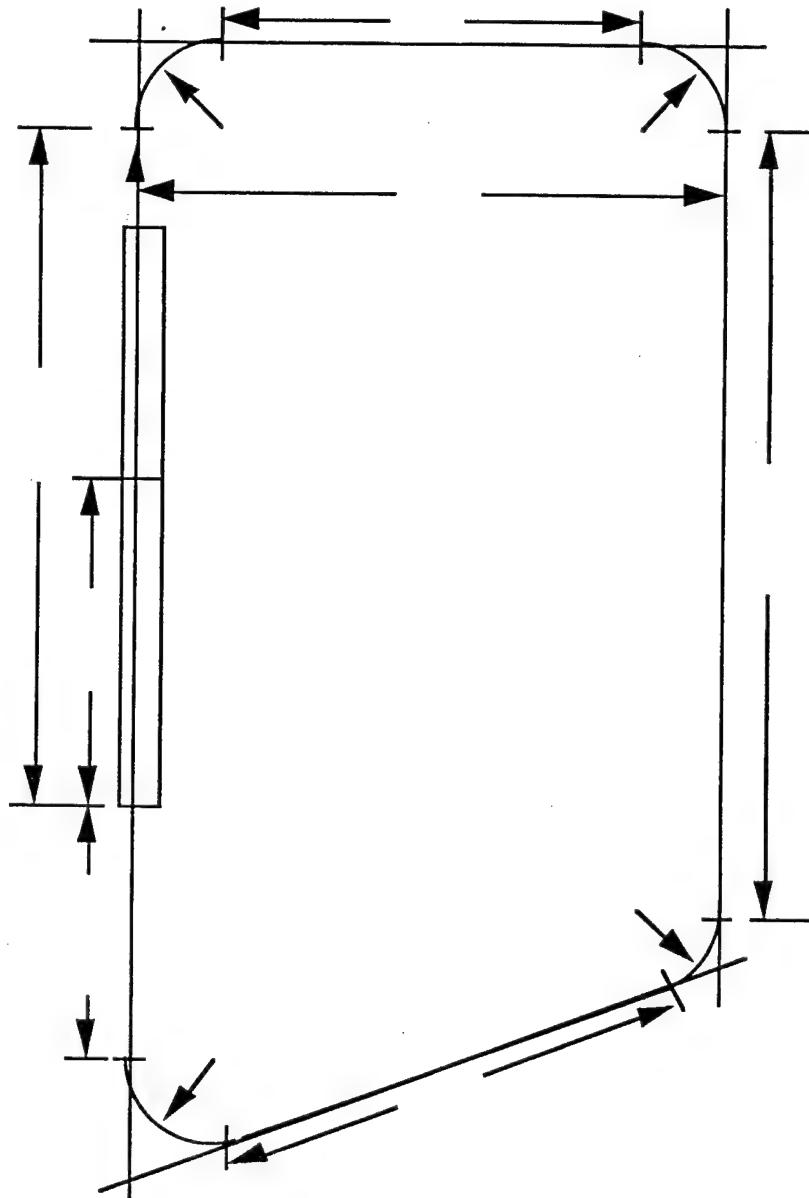
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



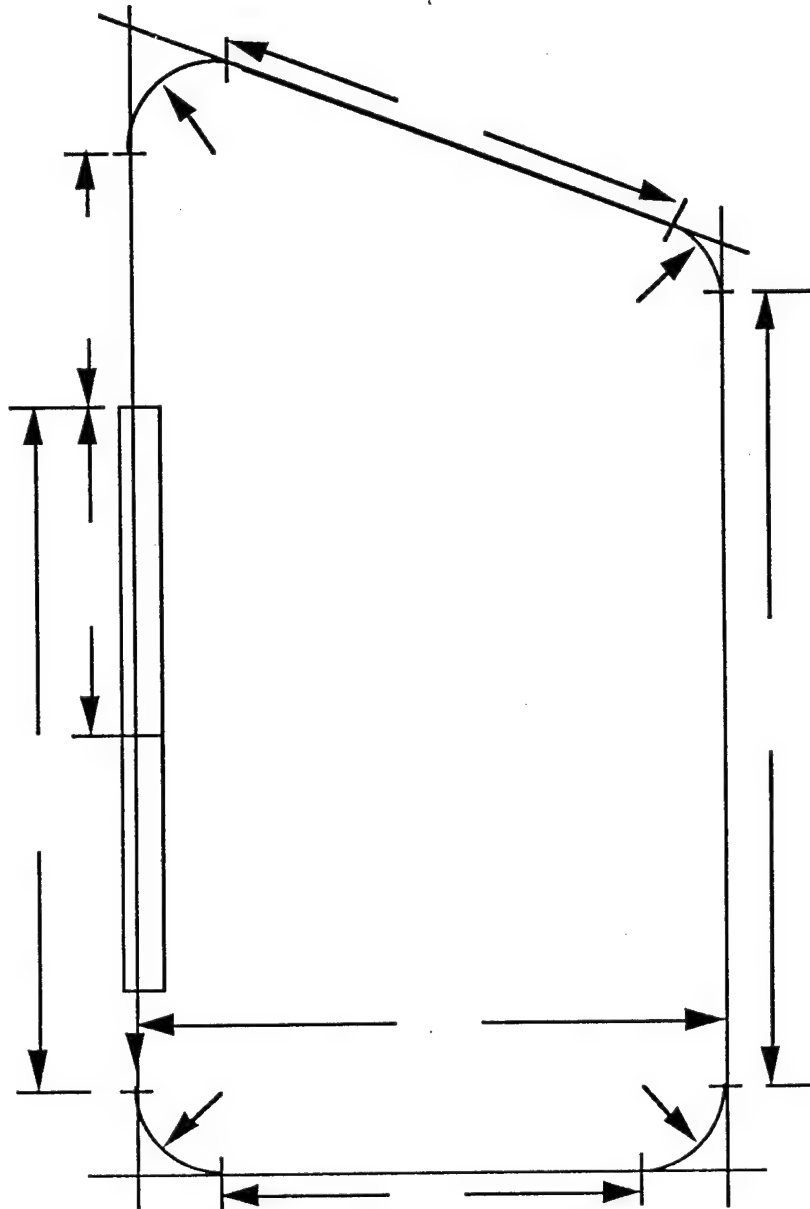
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



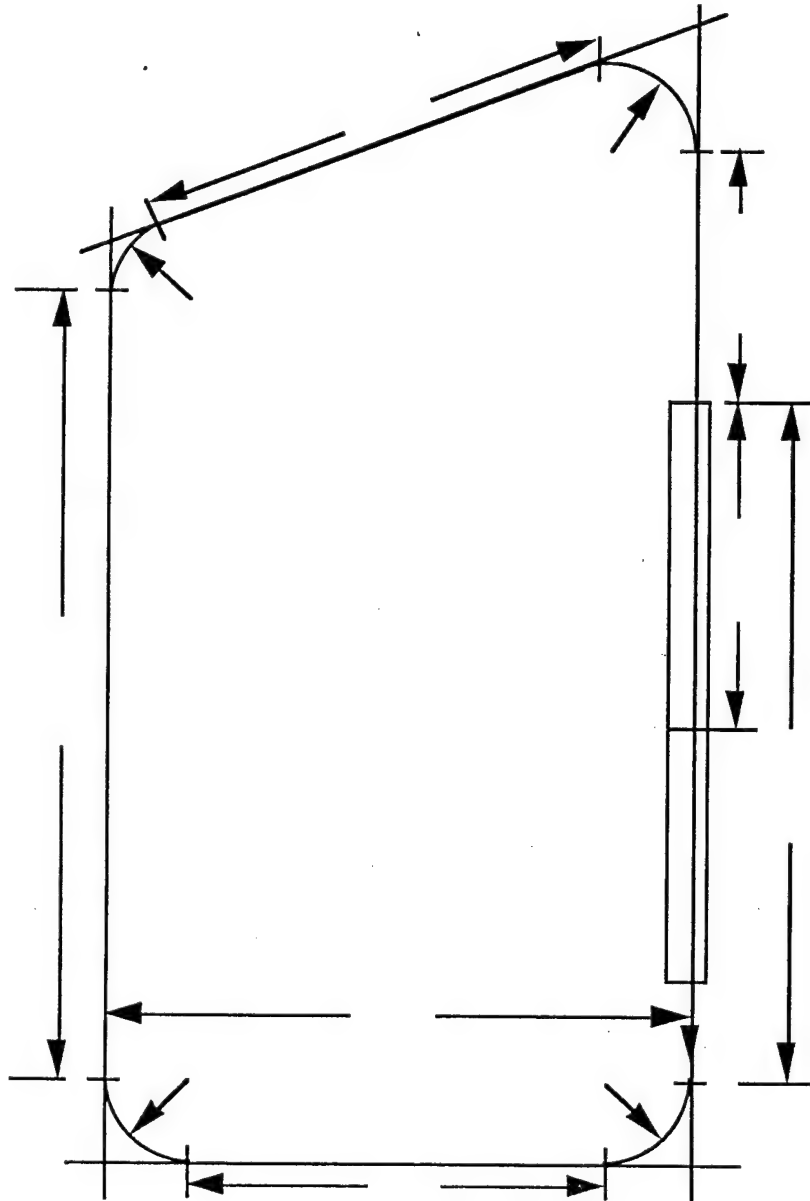
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



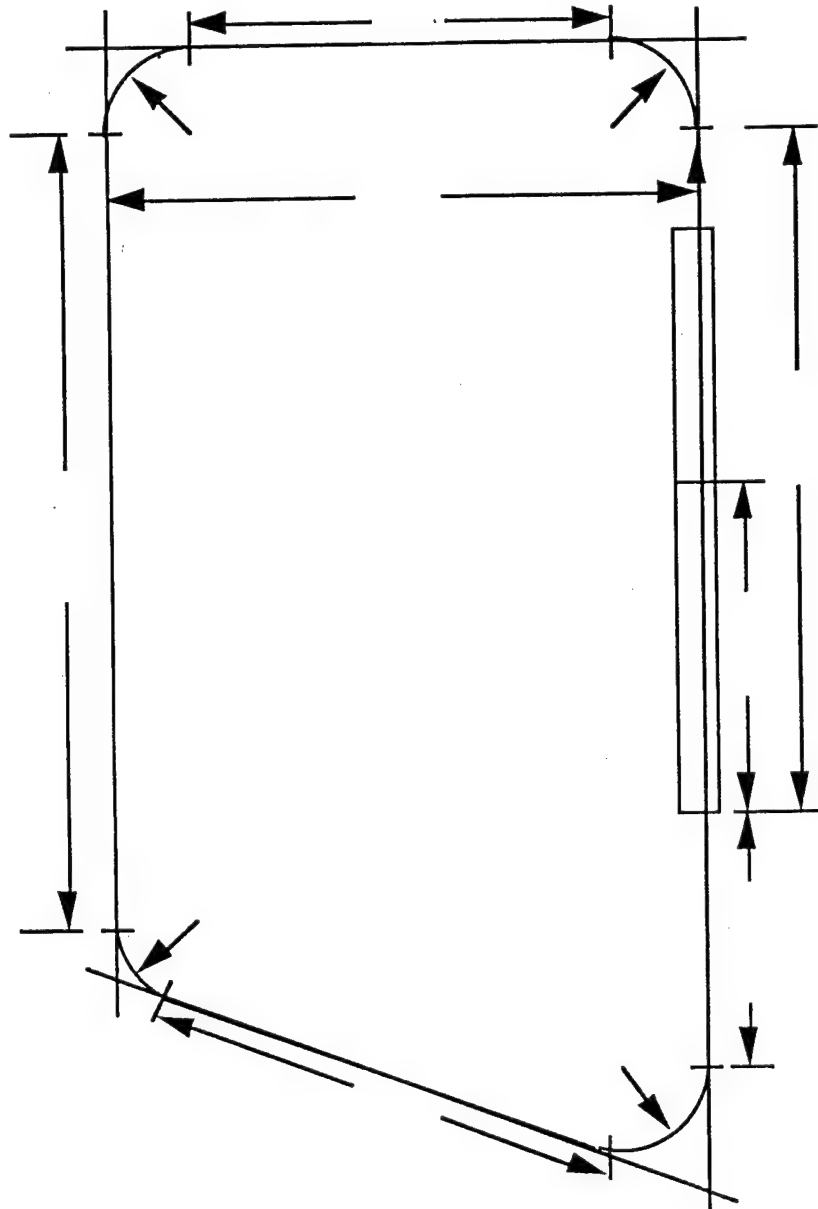
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



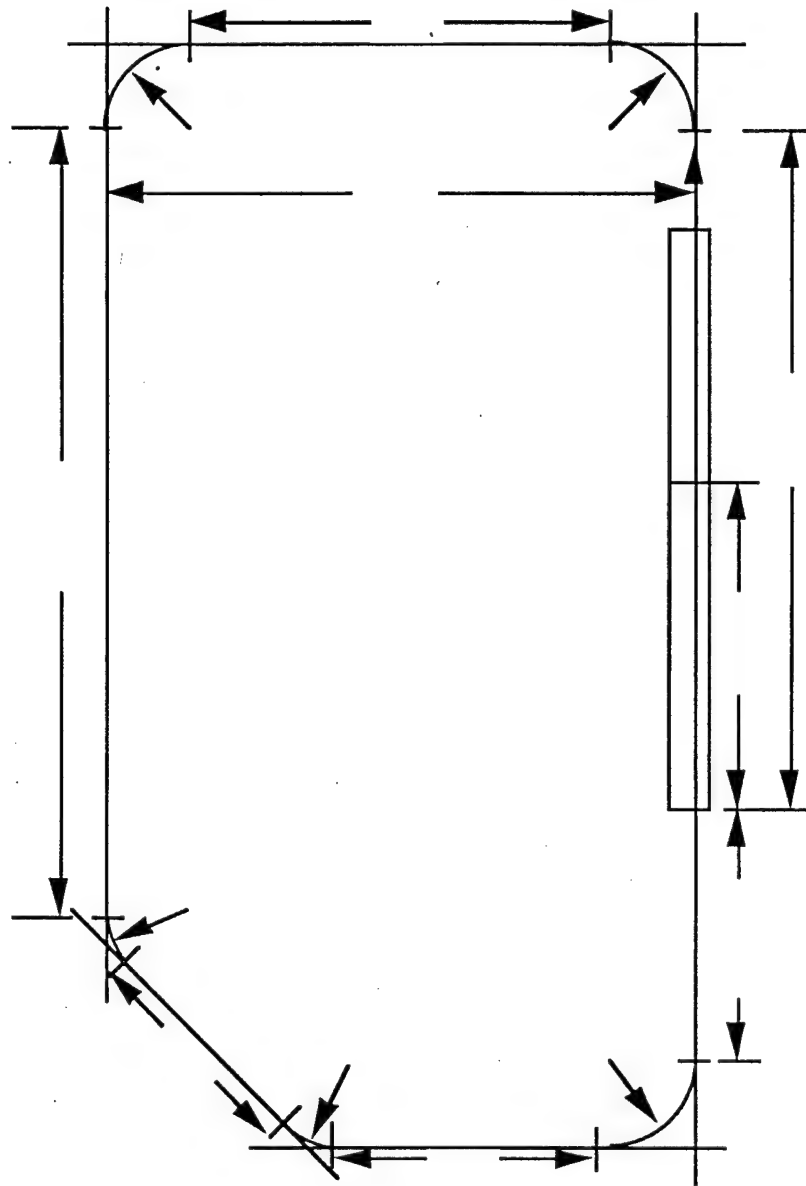
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



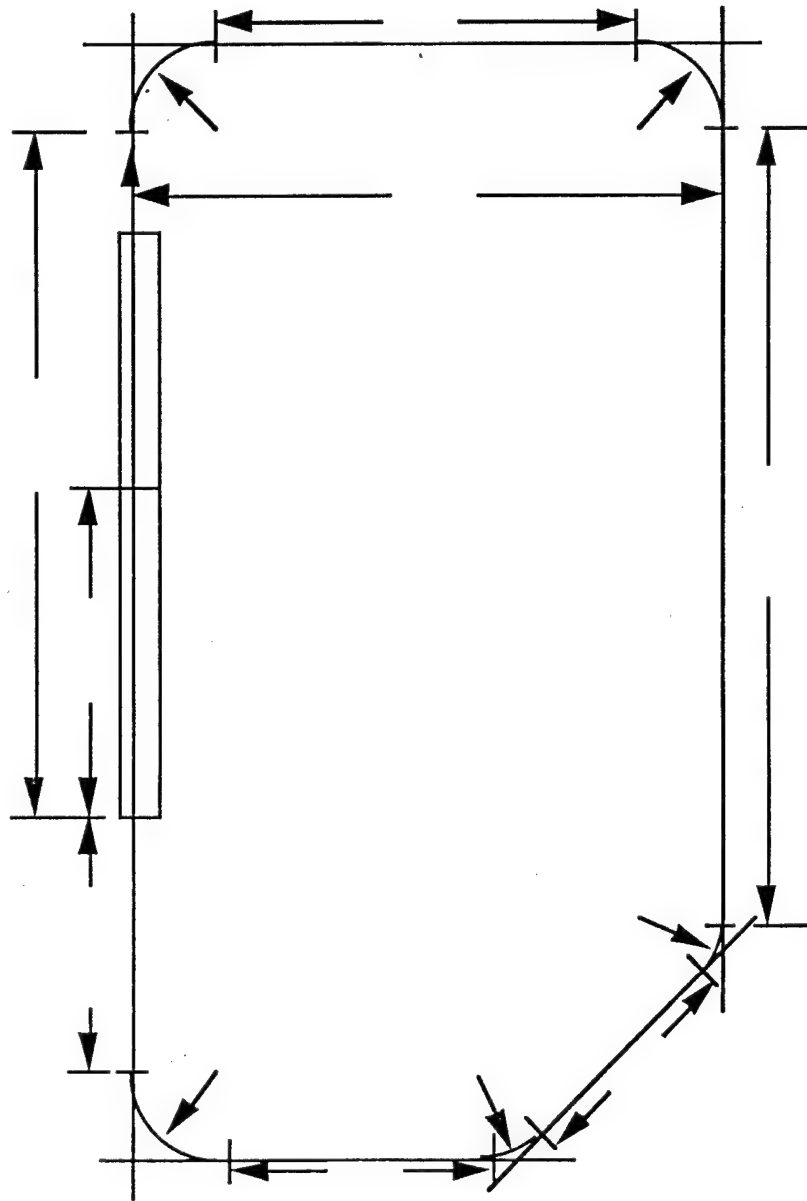
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



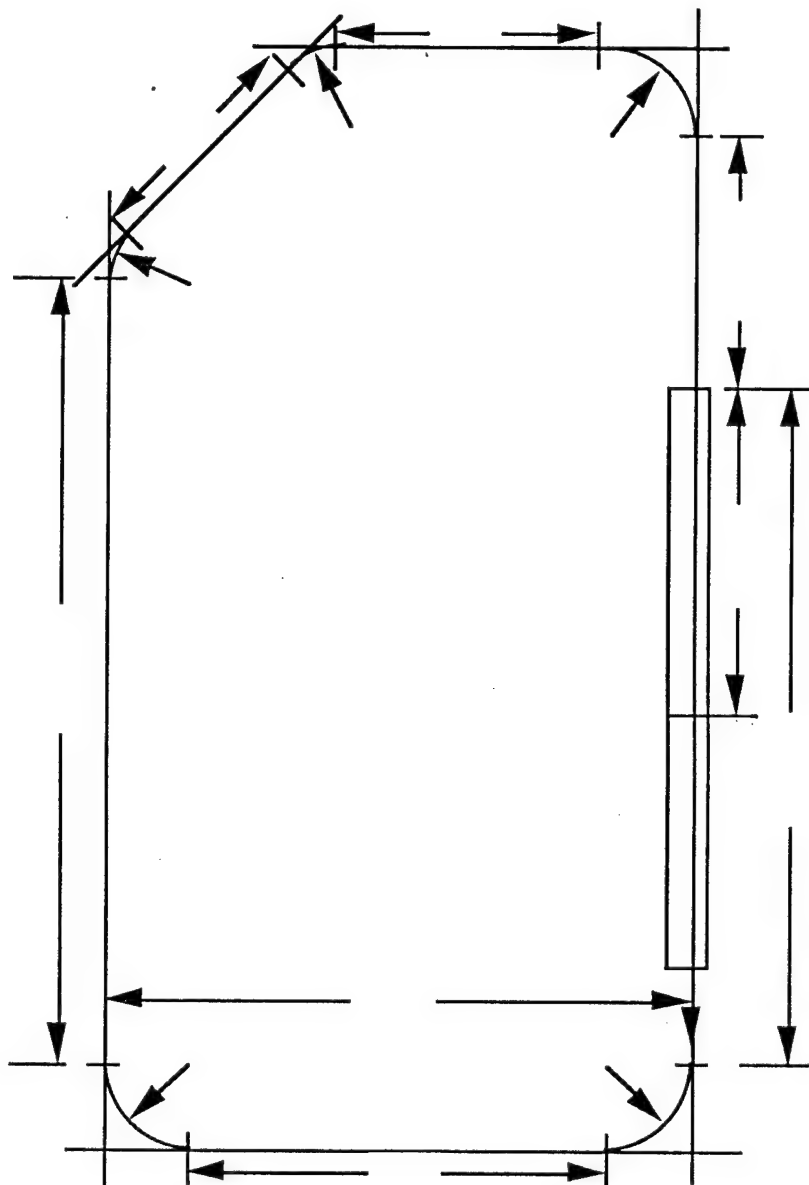
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



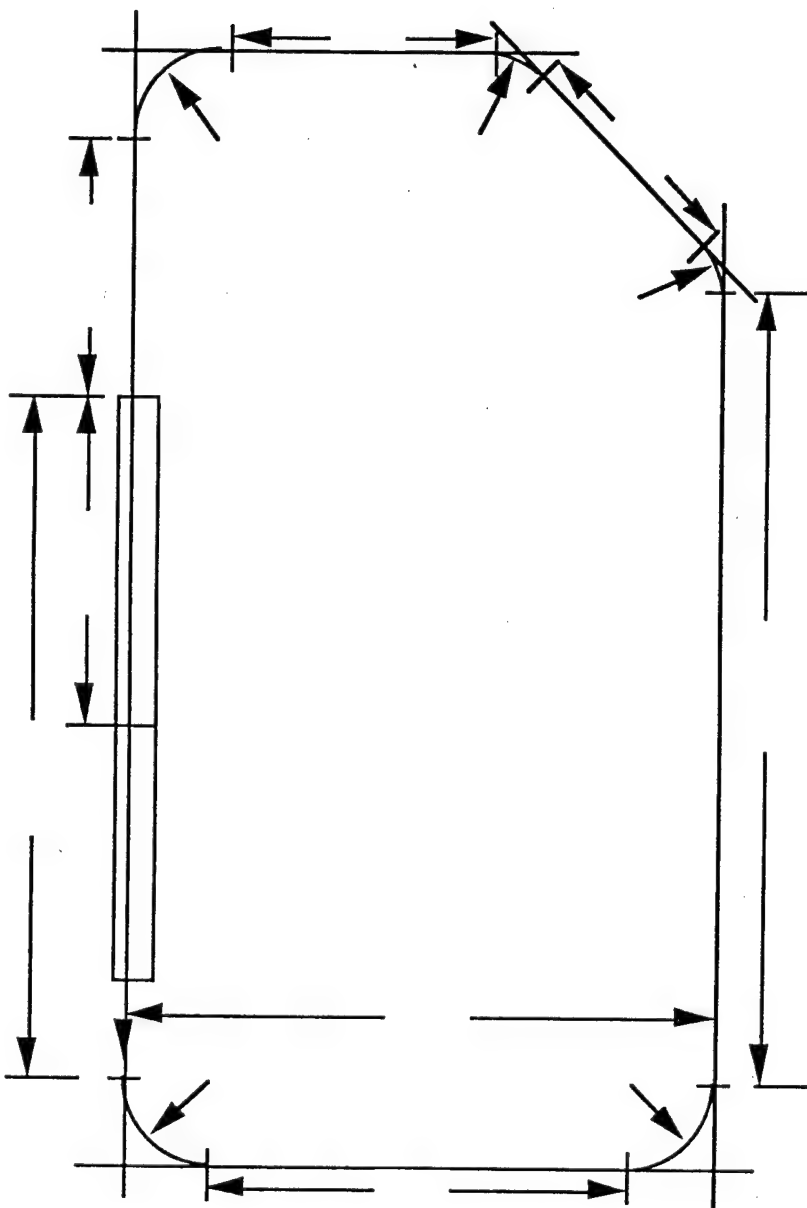
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



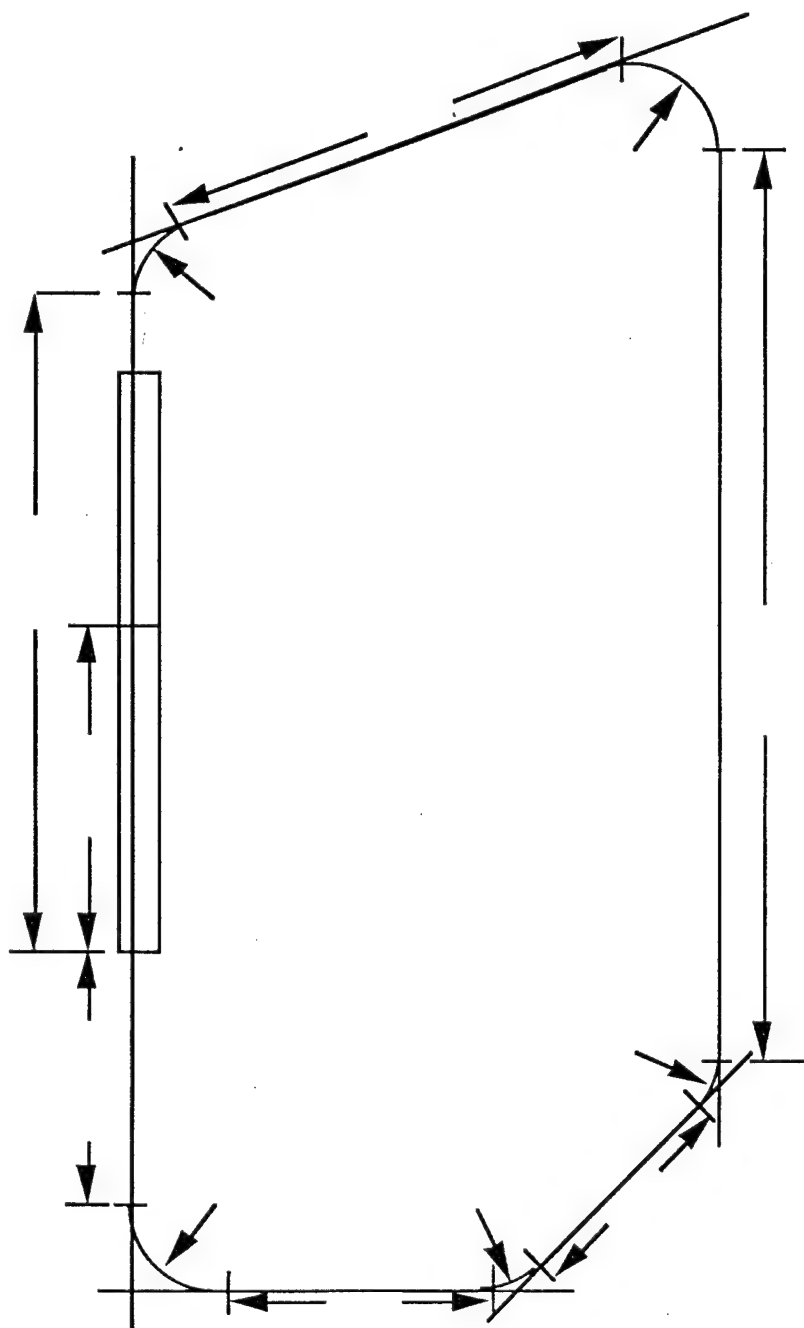
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



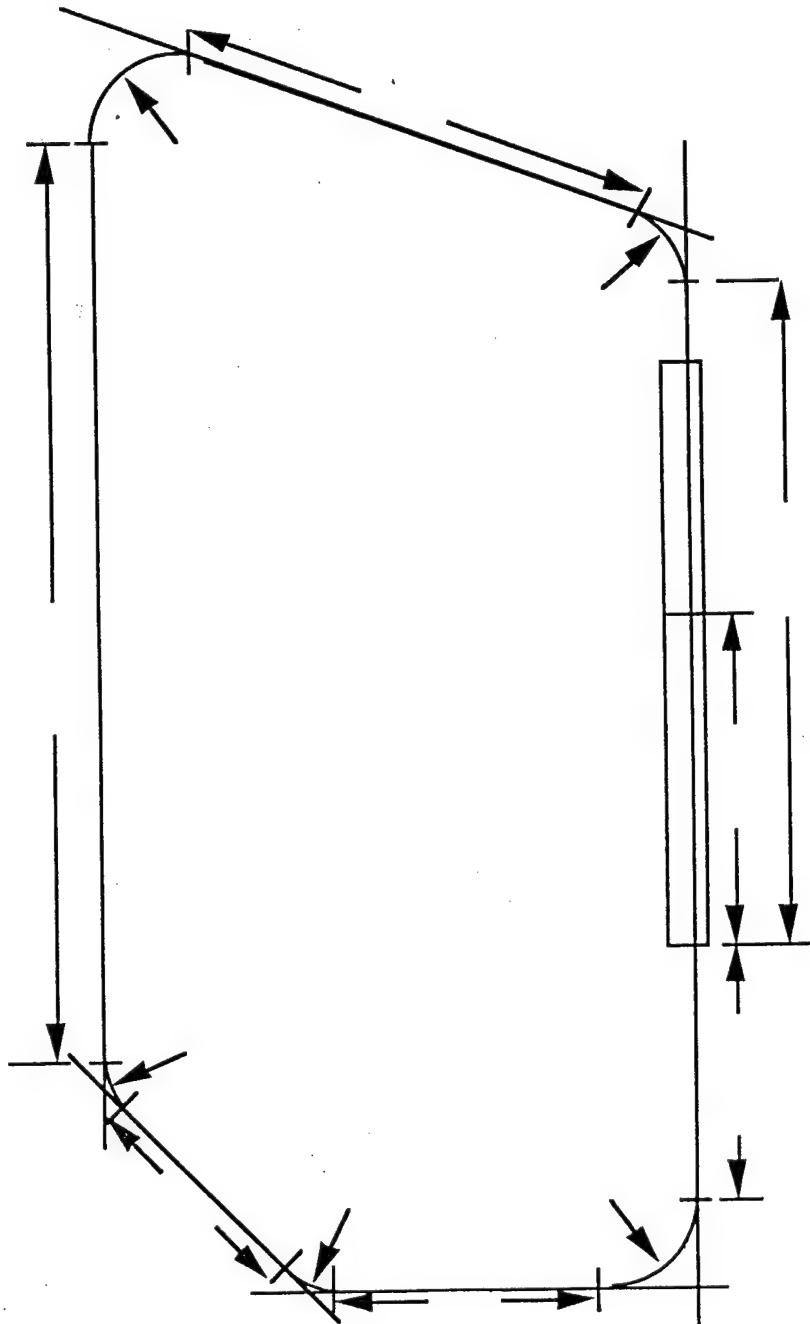
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



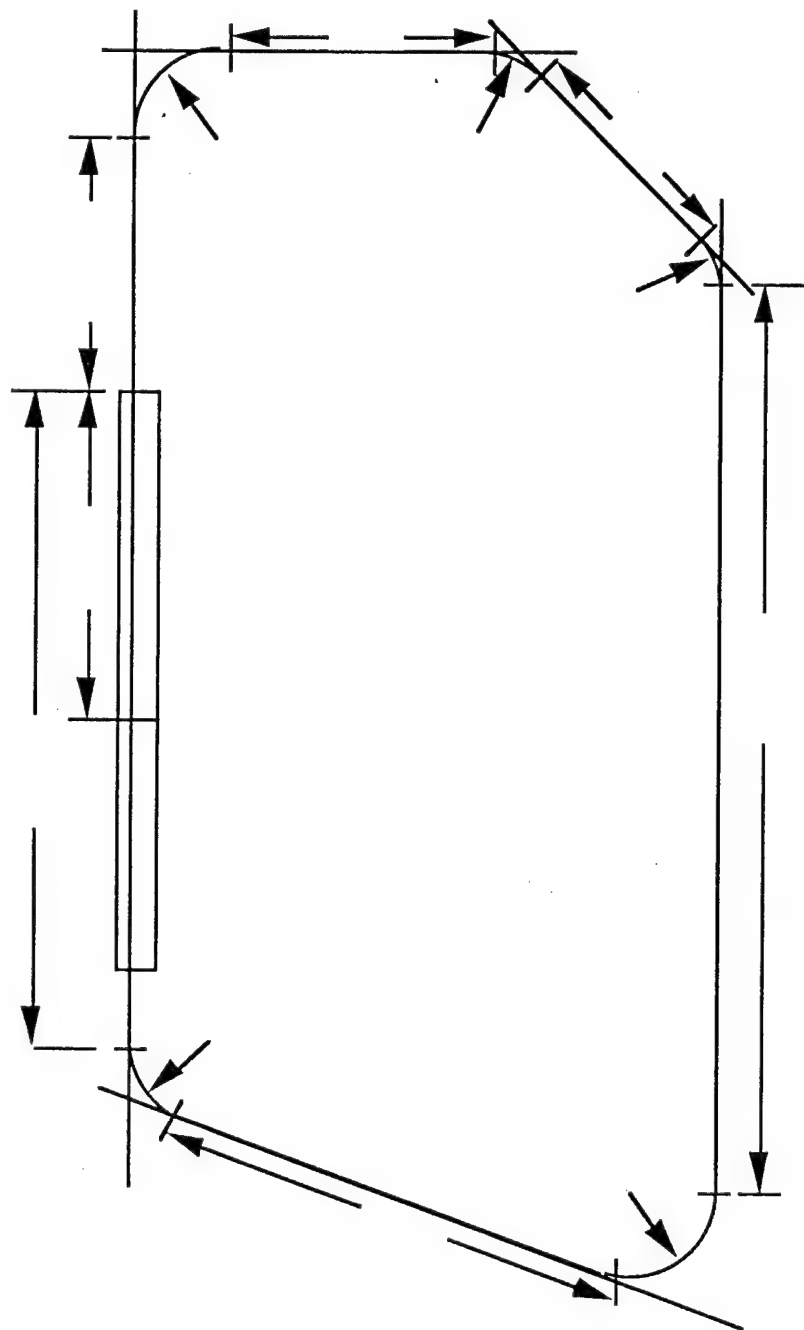
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



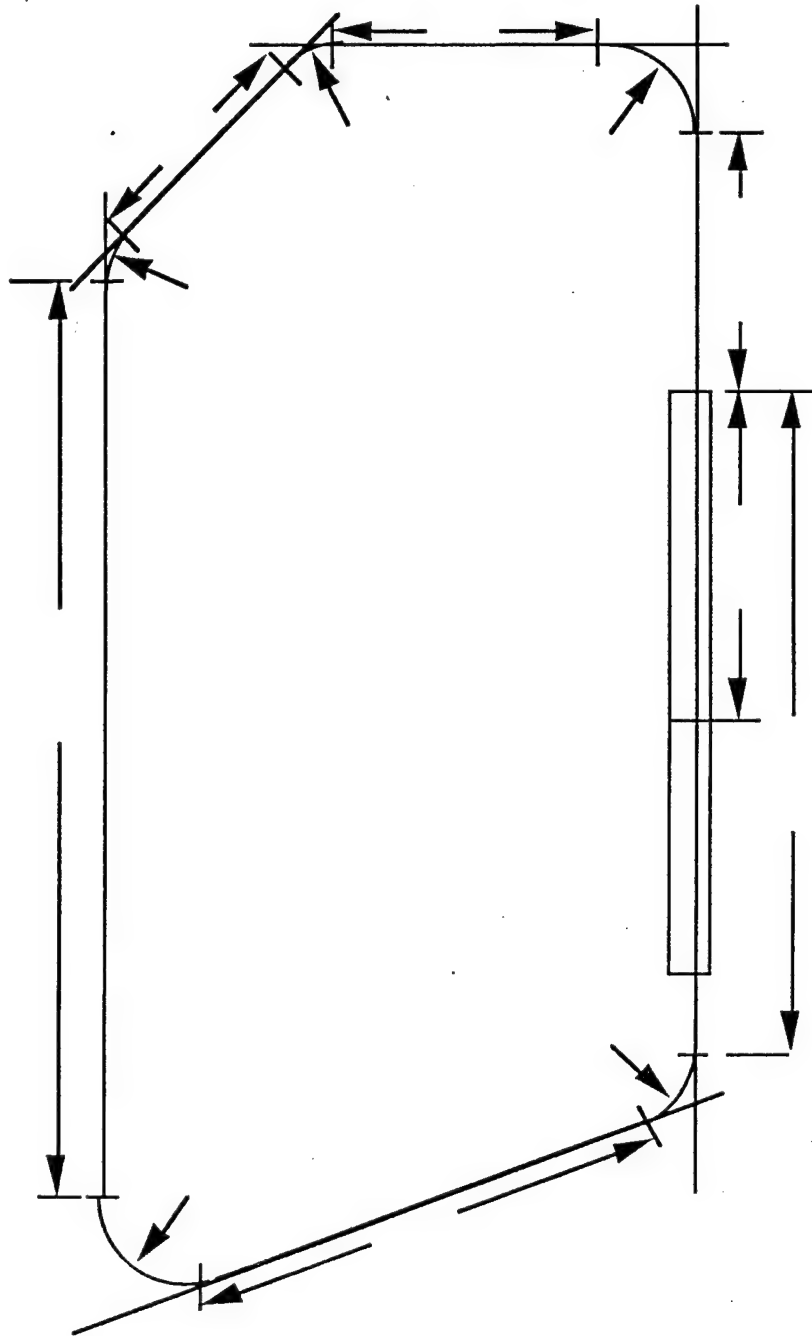
Aircraft Type:

CLOSED PATTERN SKETCH

RUNWAY:___

TRACK IDENT.:___

REMARKS:



Aircraft Type:

FLIGHT PROFILE





A/C TYPE: _____

USED ON TRACKS : _____

DISTANCE (Ft.)	ALTITUDE (AGL)	POWER	AIR SPEED (KNOTS)	OPC

[illegible]

ENGINE GROUND RUNUP SUMMARY

LOCATION IDENT.		TYPE-NO. AIRCRAFT ENGINE	ENGINE POWER (EPR)	NUMBER RUNUPS PER PD.		DURATION IN SEC. PER RUN
				0701-2200	2201-0700	
						
TYPE RUNUP: _____ REMARKS:						
			A/B			
			SUPPRESSION:			
						
TYPE RUNUP: _____ REMARKS:						
			A/B			
			SUPPRESSION:			
						
TYPE RUNUP: _____ REMARKS:						
			A/B			
			SUPPRESSION:			

Volume II

Appendix B

The OMEGA10 and OMEGA11 Noisefile Summary Sheets

(These are sound propagation programs used by NOISEMAP)

Notes on Appendix 2.B:

The four sets of information in this Appendix contain the summary listings for the four NOISEFILE and ROUTEFILE databases.

The four sets of information are:

NOISEFILE Flyover Civil Aircraft Data
NOISEFILE Flyover Military Aircraft Data
NOISEFILE Ground Runup Military Aircraft Data
ROUTEFILE Flyover Military Aircraft Data

These listings are current as of 19 October 1990.

SUMMARY OF FLYOVER DATA IN CIVIL DATABASE 6.1

PAGE 1

09 OCT 90

COMDECK		POWER SETTING		VALUES&UNITS		OPERATION POWER		AIRCRAFT		SLANT		AIR		ENGINE TYPE		DATE OF	
NAME	ACC	OPC	FIRST	SECOND	DESCRIPTION	NAME	1	RANGE	NAME	1	RANGE	SPEED	NAME	1	RANGE	DATE OF	
N802031A0	802	03	15000 LBS		TAKEOFF	DC8/707		1000 FT	DC8/707		1000 FT	160 KTS	PW-JT4A (SUPP)		14 JAN 88	OMEGA 6 RUN	
N802051A0	802	05	4000 LBS		LANDING	DC8/707		1000 FT	DC8/707		1000 FT	160 KTS	PW-JT4A (SUPP)		14 JAN 88		
N803031A0	803	03	15000 LBS		TAKEOFF	DC8/707		1000 FT	DC8/707		1000 FT	160 KTS	PW-JT3D UNTREAT		14 JAN 88		
N803051A0	803	05	4000 LBS		LANDING	DC8/707		1000 FT	DC8/707		1000 FT	160 KTS	PW-JT3D UNTREAT		14 JAN 88		
N804031A0	804	03	15500 LBS		TAKEOFF	DC-8-60		1000 FT	DC-8-60		1000 FT	160 KTS	PW-JT3D (LINED)		14 JAN 88		
N804041A0	804	04	5000 LBS		CRUISE	DC-8-60		1000 FT	DC-8-60		1000 FT	160 KTS	PW-JT3D (LINED)		14 JAN 88		
N804051A0	804	05	3000 LBS		LANDING	DC-8-60		1000 FT	DC-8-60		1000 FT	160 KTS	PW-JT3D (LINED)		14 JAN 88		
N804061A0	804	06	11000 LBS		INTERMEDIATE	DC-8-60		1000 FT	DC-8-60		1000 FT	160 KTS	PW-JT3D (LINED)		14 JAN 88		
N805031A0	805	03	15500 LBS		TAKEOFF	DC-8-70		1000 FT	DC-8-70		1000 FT	160 KTS	CFM56 RETROFIT		14 JAN 88		
N805051A0	805	05	5000 LBS		LANDING	DC-8-70		1000 FT	DC-8-70		1000 FT	160 KTS	CFM56 RETROFIT		14 JAN 88		
N812031A0	812	03	14000 LBS		TAKEOFF	B-727		1000 FT	B-727		1000 FT	160 KTS	JT8D (UNTREATED)		14 JAN 88		
N812041A0	812	04	6000 LBS		CRUISE	B-727		1000 FT	B-727		1000 FT	160 KTS	JT8D (UNTREATED)		14 JAN 88		
N812051A0	812	05	3000 LBS		LANDING	B-727		1000 FT	B-727		1000 FT	160 KTS	JT8D (UNTREATED)		14 JAN 88		
N813031A0	813	03	14000 LBS		TAKEOFF POWER	727-EM7		1000 FT	727-EM7		1000 FT	160 KTS	JT8D-7 EM-BI		02 OCT 90		
N813141A0	813	14	12000 LBS		INTERMEDIATE POWER (MIL)	727-EM7		1000 FT	727-EM7		1000 FT	160 KTS	JT8D-7 EM-BI		02 OCT 90		
N813061A0	813	06	10000 LBS		INTERMEDIATE POWER	727-EM7		1000 FT	727-EM7		1000 FT	160 KTS	JT8D-7 EM-BI		02 OCT 90		
N813131A0	813	13	7000 LBS		TRAFFIC PATTERN	727-EM7		1000 FT	727-EM7		1000 FT	160 KTS	JT8D-7 EM-BI		02 OCT 90		
N813041A0	813	04	5000 LBS		CRUISE POWER	727-EM7		1000 FT	727-EM7		1000 FT	160 KTS	JT8D-7 EM-BI		02 OCT 90		
N813051A0	813	05	3000 LBS		LANDING	727-EM7		1000 FT	727-EM7		1000 FT	160 KTS	JT8D-7 EM-BI		02 OCT 90		
N814031A0	814	03	14000 LBS		TAKEOFF	B-727		1000 FT	B-727		1000 FT	160 KTS	JT8D (AC-LINED)		14 JAN 88		
N814041A0	814	04	6000 LBS		CRUISE	B-727		1000 FT	B-727		1000 FT	160 KTS	JT8D (AC-LINED)		14 JAN 88		
N814051A0	814	05	3000 LBS		LANDING	B-727		1000 FT	B-727		1000 FT	160 KTS	JT8D (AC-LINED)		14 JAN 88		
N821031A0	821	03	38000 LBS		TAKEOFF	767-200		1000 FT	767-200		1000 FT	160 KTS	CF6-80A/JT9D7R4		22 JAN 88		
N821051A0	821	05	10000 LBS		LANDING	767-200		1000 FT	767-200		1000 FT	160 KTS	CF6-80A/JT9D7R4		22 JAN 88		
N824031A0	824	03	14000 LBS		TAKEOFF	DC9/737		1000 FT	DC9/737		1000 FT	160 KTS	JT8D (AC-LINED)		14 JAN 88		
N824041A0	824	04	6000 LBS		CRUISE	DC9/737		1000 FT	DC9/737		1000 FT	160 KTS	JT8D (AC-LINED)		14 JAN 88		
N824051A0	824	05	3000 LBS		LANDING	DC9/737		1000 FT	DC9/737		1000 FT	160 KTS	JT8D (AC-LINED)		14 JAN 88		
N825031A0	825	03	10000 LBS		TAKEOFF	F-28		1000 FT	F-28		1000 FT	160 KTS	RB183 MK555-15		14 JAN 88		
N825041A0	825	04	4000 LBS		CRUISE	F-28		1000 FT	F-28		1000 FT	160 KTS	RB183 MK555-15		14 JAN 88		
N825051A0	825	05	2000 LBS		LANDING	F-28		1000 FT	F-28		1000 FT	160 KTS	RB183 MK555-15		14 JAN 88		
N825061A0	825	06	8000 LBS		INTERMEDIATE	F-28		1000 FT	F-28		1000 FT	160 KTS	RB183 MK555-15		14 JAN 88		
N825131A0	825	13	6000 LBS		TRAFFIC PATTERN	F-28		1000 FT	F-28		1000 FT	160 KTS	RB183 MK555-15		14 JAN 88		
N826031A0	826	03	14000 LBS		TAKEOFF	DC9/737		1000 FT	DC9/737		1000 FT	160 KTS	JT8D (UNTREATED)		14 JAN 88		
N826041A0	826	04	6000 LBS		CRUISE	DC9/737		1000 FT	DC9/737		1000 FT	160 KTS	JT8D (UNTREATED)		14 JAN 88		
N826051A0	826	05	3000 LBS		LANDING	DC9/737		1000 FT	DC9/737		1000 FT	160 KTS	JT8D (UNTREATED)		14 JAN 88		
N827031A0	827	03	16000 LBS		TAKEOFF	MD-80		1000 FT	MD-80		1000 FT	160 KTS	JT8D-209/217		22 JAN 88		
N827041A0	827	04	8000 LBS		CRUISE	MD-80		1000 FT	MD-80		1000 FT	160 KTS	JT8D-209/217		22 JAN 88		
N827051A0	827	05	4000 LBS		LANDING	MD-80		1000 FT	MD-80		1000 FT	160 KTS	JT8D-209/217		22 JAN 88		
N827061A0	827	06	12000 LBS		INTERMEDIATE	MD-80		1000 FT	MD-80		1000 FT	160 KTS	JT8D-209/217		22 JAN 88		

SUMMARY OF FLYOVER DATA IN CIVIL DATABASE 6.1

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COMDECK NAME	ACC	OPC	POWER SETTING FIRST	VALUE SECOND	UNITS	OPERATION POWER DESCRIPTION	AIRCRAFT NAME	SLANT RANGE	AIR SPEED	ENGINE TYPE	DATE OF OMEGA 6 RUN
N828031A0	828	03	30000 LBS			TAKEOFF	757-200	1000 FT	160 KTS	RB211-535	14 JAN 88
N828041A0	828	04	10000 LBS			CRUISE	757-200	1000 FT	160 KTS	RB211-535	14 JAN 88
N828051A0	828	05	5000 LBS			LANDING	757-200	1000 FT	160 KTS	RB211-535	14 JAN 88
N829031A0	829	03	40000 LBS			TAKEOFF	A-300	1000 FT	160 KTS	2-E HIGH TB CF6	14 JAN 88
N829051A0	829	05	10000 LBS			LANDING	A-300	1000 FT	160 KTS	2-E HIGH TB CF6	14 JAN 88
N831031A0	831	03	40000 LBS			TAKEOFF	B-747	1000 FT	160 KTS	JT9D(FIXED-LIP)	14 JAN 88
N831041A0	831	04	16000 LBS			CRUISE	B-747	1000 FT	160 KTS	JT9D(FIXED-LIP)	14 JAN 88
N831051A0	831	05	8000 LBS			LANDING	B-747	1000 FT	160 KTS	JT9D(FIXED-LIP)	14 JAN 88
N831061A0	831	06	32000 LBS			INTERMEDIATE	B-747	1000 FT	160 KTS	JT9D(FIXED-LIP)	14 JAN 88
N832031A0	832	03	100 % RPM			TAKEOFF	BAE-146	1000 FT	160 KTS	4-E TF ALF-502R	14 JAN 88
N832051A0	832	05	30 % RPM			LANDING	BAE-146	1000 FT	160 KTS	4-E TF ALF-502R	14 JAN 88
N843031A0	843	03	36000 LBS			TAKEOFF	B-747	1000 FT	160 KTS	JT9D(BLOW DOOR)	14 JAN 88
N843041A0	843	04	14000 LBS			CRUISE	B-747	1000 FT	160 KTS	JT9D(BLOW DOOR)	14 JAN 88
N843051A0	843	05	8000 LBS			LANDING	B-747	1000 FT	160 KTS	JT9D(BLOW DOOR)	14 JAN 88
N843061A0	843	06	28000 LBS			INTERMEDIATE	B-747	1000 FT	160 KTS	JT9D(BLOW DOOR)	14 JAN 88
N851031A0	851	03	36000 LBS			TAKEOFF	DC-10	1000 FT	160 KTS	3-E TF CF6	14 JAN 88
N851051A0	851	05	8000 LBS			LANDING	DC-10	1000 FT	160 KTS	3-E TF CF6	14 JAN 88
N852031A0	852	03	36000 LBS			TAKEOFF	L-1011	1000 FT	160 KTS	3-E TF RB211	14 JAN 88
N852051A0	852	05	8000 LBS			LANDING	L-1011	1000 FT	160 KTS	3-E TF RB211	14 JAN 88
N860031A0	860	03	32000 LBS			TAKEOFF	SST	1000 FT	160 KTS	4-E 593 TJ (AB)	14 JAN 88
N860051A0	860	05	10000 LBS			LANDING	SST	1000 FT	160 KTS	4-E 593 TJ (AB)	14 JAN 88
N881031A0	881	03	1550 LBS			TAKEOFF	CESSNA	1000 FT	160 KTS	2-E TF JT15D	14 JAN 88
N881041A0	881	04	600 LBS			CRUISE	CESSNA	1000 FT	160 KTS	2-E TF JT15D	14 JAN 88
N881051A0	881	05	300 LBS			LANDING	CESSNA	1000 FT	160 KTS	2-E TF JT15D	14 JAN 88
N881061A0	881	06	1200 LBS			INTERMEDIATE	CESSNA	1000 FT	160 KTS	2-E TF JT15D	14 JAN 88
N882031A0	882	03	2100 LBS			TAKEOFF	MU-300	1000 FT	160 KTS	2-E TF JT15D-5	14 JAN 88
N882041A0	882	04	1500 LBS			CRUISE	MU-300	1000 FT	160 KTS	2-E TF JT15D-5	14 JAN 88
N882051A0	882	05	670 LBS			LANDING	MU-300	1000 FT	160 KTS	2-E TF JT15D-5	14 JAN 88
N883031A0	883	03	5000 LBS			TAKEOFF	CL-600	1000 FT	160 KTS	2-E TF ALF502L	14 JAN 88
N883051A0	883	05	1900 LBS			LANDING	CL-600	1000 FT	160 KTS	2-E TF ALF502L	14 JAN 88
N884031A0	884	03	6000 LBS			TAKEOFF	CL-601	1000 FT	160 KTS	2-E TF CF34	14 JAN 88
N884041A0	884	04	3000 LBS			CRUISE	CL-601	1000 FT	160 KTS	2-E TF CF34	14 JAN 88
N884051A0	884	05	2000 LBS			LANDING	CL-601	1000 FT	160 KTS	2-E TF CF34	14 JAN 88
N884061A0	884	06	5000 LBS			INTERMEDIATE	CL-601	1000 FT	160 KTS	2-E TF CF34	14 JAN 88
N884131A0	884	13	4000 LBS			TRAFFIC PATTERN	CL-601	1000 FT	160 KTS	2-E TF CF34	14 JAN 88
N885031A0	885	03	95.5 % RPM			TAKEOFF	ASTRA	1000 FT	160 KTS	GARRETT TFE 731	14 JAN 88
N885041A0	885	04	86.6 % RPM			CRUISE	ASTRA	1000 FT	160 KTS	GARRETT TFE 731	14 JAN 88
N885051A0	885	05	69.2 % RPM			LANDING	ASTRA	1000 FT	160 KTS	GARRETT TFE 731	14 JAN 88

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CONDECK NAME	ACC	OPC	POWER SETTING	VALUE&UNITS SECOND	OPERATION POWER DESCRIPTION	AIRCRAFT NAME	SLANT RANGE	AIR SPEED	ENGINE TYPE	DATE OF OMEGA 6 RUN
N891031A0	891	03	100 % RPM		TAKEOFF	COMBJ85	1000 FT	160 KTS	TURBOJET & FAN	14 JAN 88
N891041A0	891	04	60 % RPM		CRUISE	COMBJ85	1000 FT	160 KTS	TURBOJET & FAN	14 JAN 88
N891051A0	891	05	30 % RPM		LANDING	COMBJ85	1000 FT	160 KTS	TURBOJET & FAN	14 JAN 88
N893031A0	893	03	2600 LBS		TAKEOFF	LEARJ25	1000 FT	160 KTS	2-E TJ CJ610	14 JAN 88
N893041A0	893	04	1800 LBS		CRUISE	LEARJ25	1000 FT	160 KTS	2-E TJ CJ610	14 JAN 88
N893051A0	893	05	700 LBS		LANDING	LEARJ25	1000 FT	160 KTS	2-E TJ CJ610	14 JAN 88
N894031A0	894	03	10000 LBS		TAKEOFF	GIIB	1000 FT	160 KTS	SPEY MK511	14 JAN 88
N894041A0	894	04	4000 LBS		CRUISE	GIIB	1000 FT	160 KTS	SPEY MK511	14 JAN 88
N894051A0	894	05	2000 LBS		LANDING	GIIB	1000 FT	160 KTS	SPEY MK511	14 JAN 88
N894061A0	894	06	8000 LBS		INTERMEDIATE	GIIB	1000 FT	160 KTS	SPEY MK511	14 JAN 88
N894131A0	894	13	6000 LBS		TRAFFIC PATTERN	GIIB	1000 FT	160 KTS	SPEY MK511	14 JAN 88
N895031A0	895	03	2650 LBS		TAKEOFF	LEARJ35	1000 FT	160 KTS	2-E TF TFE 731	14 JAN 88
N895041A0	895	04	1500 LBS		CRUISE	LEARJ35	1000 FT	160 KTS	2-E TF TFE 731	14 JAN 88
N895051A0	895	05	1000 LBS		LANDING	LEARJ35	1000 FT	160 KTS	2-E TF TFE 731	14 JAN 88
N896031A0	896	03	3750 LBS		TAKEOFF	SABER80	1000 FT	160 KTS	2-E TF CF700	14 JAN 88
N896041A0	896	04	2500 LBS		CRUISE	SABER80	1000 FT	160 KTS	2-E TF CF700	14 JAN 88
N896051A0	896	05	850 LBS		LANDING	SABER80	1000 FT	160 KTS	2-E TF CF700	14 JAN 88
N897031A0	897	03	16000 LBS		TAKEOFF	737-300	1000 FT	160 KTS	CFM56	14 JAN 88
N897051A0	897	05	4000 LBS		LANDING	737-300	1000 FT	160 KTS	CFM56	14 JAN 88
N902031A0	902	03	100 % RPM		TAKEOFF	ELECTRA	1000 FT	160 KTS	T56-A-7/501-D13	03 MAR 89
N902051A0	902	05	30 % RPM		LANDING	ELECTRA	1000 FT	160 KTS	T56-A-7/501-D13	03 MAR 89
N903031A0	903	03	100 % RPM		TAKEOFF	HERCULE	1000 FT	160 KTS	T56-A-15	03 MAR 89
N903051A0	903	05	28 % RPM		LANDING	HERCULE	1000 FT	160 KTS	T56-A-15	03 MAR 89
N904031A0	904	03	100 % RPM		TAKEOFF	DH-7	1000 FT	160 KTS	4-E TP PT6A-50	14 JAN 88
N904051A0	904	05	28 % RPM		LANDING	DH-7	1000 FT	160 KTS	4-E TP PT6A-50	14 JAN 88
N905031A0	905	03	100 % RPM		TAKEOFF	CV-580	1000 FT	160 KTS	ALLISON 501-D13	14 JAN 88
N905051A0	905	05	30 % RPM		LANDING	CV-580	1000 FT	160 KTS	ALLISON 501-D13	14 JAN 88
N911031A0	911	03	100 % RPM		TAKEOFF	SM-2ENG	1000 FT	160 KTS	SM 2-ENGINE TP	14 JAN 88
N911051A0	911	05	30 % RPM		LANDING	SM-2ENG	1000 FT	160 KTS	SM 2-ENGINE TP	14 JAN 88
N912031A0	912	03	100 % RPM		TAKEOFF	HS-748	1000 FT	160 KTS	RR DART MK532	14 JAN 88
N912041A0	912	04	73 % RPM		CRUISE	HS-748	1000 FT	160 KTS	RR DART MK532	14 JAN 88
N912051A0	912	05	32 % RPM		LANDING	HS-748	1000 FT	160 KTS	RR DART MK532	14 JAN 88
N913031A0	913	03	100 % RPM		TAKEOFF	SD3-30	1000 FT	160 KTS	2-E TP PT6A	14 JAN 88
N913041A0	913	04	65 % RPM		CRUISE	SD3-30	1000 FT	160 KTS	2-E TP PT6A	14 JAN 88
N913051A0	913	05	35 % RPM		LANDING	SD3-30	1000 FT	160 KTS	2-E TP PT6A	14 JAN 88
N914031A0	914	03	100 % RPM		TAKEOFF	SAAB340	1000 FT	160 KTS	2-E TP GE CT7	14 JAN 88
N914041A0	914	04	85 % RPM		CRUISE	SAAB340	1000 FT	160 KTS	2-E TP GE CT7	14 JAN 88
N914051A0	914	05	35 % RPM		LANDING	SAAB340	1000 FT	160 KTS	2-E TP GE CT7	14 JAN 88

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SUMMARY OF FLYOVER DATA IN CIVIL DATABASE 6.1

COMDECK	NAME	ACC	OPC	POWER SETTING	VALUE&UNITS	SECOND	OPERATION POWER	DESCRIPTION	AIRCRAFT NAME	SLANT RANGE	AIR SPEED	ENGINE TYPE	DATE OF
N915031A0	915	03	100 % RPM	30 % RPM	TAKEOFF	LANDING	DC-6	1000 FT	160 KTS	2-ENGINE TP	14 JAN 88		
N915051A0	915	05	30 % RPM	100 % RPM	TAKEOFF	LANDING	DC-6	1000 FT	160 KTS	2-ENGINE TP	14 JAN 88		
N931031A0	931	03	100 % RPM	30 % RPM	TAKEOFF	LANDING	CV-340	1000 FT	160 KTS	4-ENGINE PISTON	14 JAN 88		
N931051A0	931	05	30 % RPM	100 % RPM	TAKEOFF	LANDING	CV-340	1000 FT	160 KTS	4-ENGINE PISTON	14 JAN 88		
N941031A0	941	03	100 % RPM	30 % RPM	TAKEOFF	LANDING	B-BARON	1000 FT	160 KTS	2-E PIST<12500	14 JAN 88		
N941051A0	941	05	30 % RPM	100 % RPM	TAKEOFF	LANDING	B-BARON	1000 FT	160 KTS	2-E PIST<12500	14 JAN 88		
N942031A0	942	03	100 % RPM	30 % RPM	TAKEOFF	LANDING	COMPIST	1000 FT	160 KTS	1-E 1985 FLEET	14 JAN 88		
N942051A0	942	05	30 % RPM	100 % RPM	TAKEOFF	LANDING	COMPIST	1000 FT	160 KTS	1-E 1985 FLEET	14 JAN 88		
N953031A0	953	03	100 % RPM	30 % RPM	TAKEOFF	LANDING	COMPIST	1000 FT	160 KTS	1-ENG VAR PITCH	14 JAN 88		
N953051A0	953	05	30 % RPM	100 % RPM	TAKEOFF	LANDING	COMPIST	1000 FT	160 KTS	1-ENG VAR PITCH	14 JAN 88		
N954031A0	954	03	100 % RPM	30 % RPM	TAKEOFF	LANDING	COMPIST	1000 FT	160 KTS	1-E FIXED PITCH	14 JAN 88		
N954051A0	954	05	30 % RPM	100 % RPM	TAKEOFF	LANDING	COMPIST	1000 FT	160 KTS	1-E FIXED PITCH	14 JAN 88		
N955031A0	955	03	100 % RPM	30 % RPM	TAKEOFF	LANDING	COMPIST	1000 FT	160 KTS	1-E FIXED PITCH	14 JAN 88		
N955051A0	955	05	30 % RPM	100 % RPM	TAKEOFF	LANDING	COMPIST	1000 FT	160 KTS	1-E FIXED PITCH	14 JAN 88		

END OF DATA FILE. NUMBER OF NORMALIZED DATA DECKS= 129

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COMDECK	NAME	ACC	OPC	POWER SETTING	VALUE	UNITS	OPERATION POWER	AIRCRAFT	SLANT	AIR	DRAG CONFIGURATION	DATE OF
				FIRST	SECOND		DESCRIPTION	NAME	RANGE	SPEED		OMEGA 6 RUN
N003031A0	003	03	1.83	EPR			TAKEOFF POWER	E-3A	1000 FT	250 KTS	GEAR DOWN, 50DEG FLAPS	27 DEC 79
N003051A0	003	05	1.45	EPR			APPROACH POWER	E-3A	1000 FT	250 KTS	GEAR DOWN, 50DEG FLAPS	27 DEC 79
N003061A0	003	06	1.50	EPR			INTERMEDIATE POWER	E-3A	1000 FT	250 KTS	GEAR DOWN, SPEED BRAKE	27 DEC 79
N003131A0	003	13	1.12	EPR			TRAFFIC PATTERN	E-3A	1000 FT	250 KTS	NO DRAG	27 DEC 79
N005031A0	005	03	110.0	% N1	866	C EGT	TAKEOFF POWER	KC-10A	1000 FT	230 KTS	TAKEOFF POWER	19 MAR 87
N005051A0	005	05	79.0	% N1	604	C EGT	APPROACH POWER	KC-10A	1000 FT	165 KTS	APPROACH	19 MAR 87
N005061A0	005	06	90.2	% N1	695	C EGT	INTERMEDIATE POWER	KC-10A	1000 FT	210 KTS	INTERMEDIATE	19 MAR 87
N005131A0	005	13	60.0	% N1	478	C EGT	TRAFFIC PATTERN	KC-10A	1000 FT	200 KTS	TRAFFIC PATTERN	19 MAR 87
N005141A0	005	14	100.0	% N1	780	C EGT	INTERMED POWER (MIL)	KC-10A	1000 FT	230 KTS	INTERMED (MIL)	19 MAR 87
N006031A0	006	03	970	C TIT	16800	IN-LBS	TAKEOFF POWER	C-130	1000 FT	170 KTS	EST. FROM ACT. TAKEOFF	27 DEC 79
N006051A0	006	05	580	C TIT	4000	IN-LBS	APPROACH POWER	C-130	1000 FT	140 KTS	EST. FROM ACT. LANDING	27 DEC 79
N007011B0	007	01	101.5	% NC	10030	LBS/HR	AFTERBURNER POWER	F-18	1000 FT	250 KTS	NO DRAG	08 FEB 80
N007031B0	007	03	101	% NC	9000	LBS/HR	TAKEOFF POWER	F-18	1000 FT	250 KTS	NO DRAG	08 FEB 80
N007051B0	007	05	86	% NC	4250	LBS/HR	APPROACH POWER	F-18	1000 FT	250 KTS	FULL DRAG	08 FEB 80
N007131B0	007	13	68	% NC	2097	LBS/HR	TRAFFIC PATTERN	F-18	1000 FT	250 KTS	NO DRAG	08 FEB 80
N014031A0	014	03	3772	NF			TAKEOFF POWER	YC-14	1000 FT	120 KTS	FLAPS 20, GEAR UP	28 FEB 83
N014041A0	014	04	2468	NF			CRUISE POWER	YC-14	1000 FT	250 KTS	NO DRAG	28 FEB 83
N014051A0	014	05	2068	NF			APPROACH POWER	YC-14	1000 FT	85 KTS	FLAPS 45, GEAR DOWN	28 FEB 83
N014131A0	014	13	2605	NF			TRAFFIC PATTERN	YC-14	1000 FT	150 KTS	FLAPS 30, GEAR DOWN	28 FEB 83
N014151A0	014	15	3640	NF			STOL TAKEOFF	YC-14	1000 FT	110 KTS	FLAPS 30, GEAR UP	28 FEB 83
N014161A0	014	16	2118	NF			STOL APPROACH	YC-14	1000 FT	80 KTS	FLAPS 60, GEAR DOWN	28 FEB 83
N015031A0	015	03	2.25	EPR	99	% NF	TAKEOFF POWER	YC-15	1000 FT	120 KTS	CTOL TAKEOFF	28 FEB 83
N015051A0	015	05	1.56	EPR	89	% NF	APPROACH POWER	YC-15	1000 FT	85 KTS	CTOL APPROACH	28 FEB 83
N015061A0	015	06	1.4	EPR	86	% NF	INTERMEDIATE POWER	YC-15	1000 FT	150 KTS	INTERMEDIATE - CLEAN	28 FEB 83
N015131A0	015	13	1.45	EPR	77	% NF	TRAFFIC PATTERN	YC-15	1000 FT	150 KTS	TRAFFIC PATTERN DOWNWIND	28 FEB 83
N015151A0	015	15	2.23	EPR	98.5	% NF	STOL TAKEOFF	YC-15	1000 FT	110 KTS	STOL TAKEOFF	28 FEB 83
N015161A0	015	16	1.55	EPR	88.5	% NF	STOL APPROACH	YC-15	1000 FT	80 KTS	42 DEG FLAPS, GEAR DOWN	28 FEB 83
N022031A0	022	03	4.9	EPR	93	% NF	TAKEOFF POWER	C-5A	1000 FT	185 KTS	GEAR DOWN, 40% FLAPS	08 JAN 90
N022041A0	022	04	2.48	EPR	68	% NF	CRUISE POWER	C-5A	1000 FT	250 KTS	NO DRAG	08 JAN 90
N022051A0	022	05	2.99	EPR	68	% NF	APPROACH POWER	C-5A	1000 FT	150 KTS	GEAR DOWN, 100% FLAPS	08 JAN 90
N022061A0	022	06	3.38	EPR	75	% NF	INTERMEDIATE POWER	C-5A	1000 FT	130 KTS	GEAR DOWN, 100% FLAPS	08 JAN 90
N022131A0	022	13	3.07	EPR	71	% NF	TRAFFIC PATTERN	C-5A	1000 FT	165 KTS	GEAR DOWN, 40% FLAPS	08 JAN 90
N022141A0	022	14	4.0	EPR	80	% NF	INTERMED POWER (MIL)	C-5A	1000 FT	185 KTS	GEAR DOWN, 40% FLAPS	08 JAN 90
N024031A0	024	03	99	% RPM			TAKEOFF POWER	T-37	1000 FT	170 KTS	FLAPS DN, GEAR DN	27 DEC 79
N024041A0	024	04	90	% RPM			CRUISE POWER	T-37	1000 FT	225 KTS	NO DRAG	27 DEC 79
N024051A0	024	05	80	% RPM			APPROACH POWER	T-37	1000 FT	105 KTS	FLAPS DN, GEAR DN	27 DEC 79
N025031A0	025	03	100	% RPM	1.8	EPR	TAKEOFF POWER	C-135B	1000 FT	250 KTS	20 DEGREES FLAPS	27 DEC 79
N025041A0	025	04	76	% RPM	1.09	EPR	CRUISE POWER	C-135B	1000 FT	300 KTS	NO DRAG	27 DEC 79
N025051A0	025	05	90	% RPM	1.29	EPR	APPROACH POWER	C-135B	1000 FT	160 KTS	50 DEGREES FLAPS, GEAR DN	27 DEC 79
N026021A0	026	02	96	% RPM	2.85	EPR	TAKEOFF POWER WET	C-135A	1000 FT	200 KTS	FLAPS 20, GEAR UP	27 DEC 79
N026031A0	026	03	96	% RPM	2.45	EPR	TAKEOFF POWER	C-135A	1000 FT	199 KTS	FLAPS 50, GEAR DN	27 DEC 79
N026041A0	026	04	86	% RPM	1.50	EPR	CRUISE POWER	C-135A	1000 FT	300 KTS	NO DRAG	27 DEC 79
N026051A0	026	05	90	% RPM	1.75	EPR	APPROACH POWER	C-135A	1000 FT	160 KTS	FLAPS 40, GEAR UP	27 DEC 79

SUMMARY OF FLYOVER DATA IN NOISEFILE 6.1

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COMDECK			POWER SETTING		VALUE&UNITS		OPERATION POWER		AIRCRAFT		SLANT		AIR		DRAG CONFIGURATION		DATE OF	
NAME	ACC	OPC	FIRST	SECOND			DESCRIPTION	NAME	RANGE	SPEED	DRAG	CONFIGURATION	OMEGA	6 RUN				
N027031B0	027	03	96 % RPM	1.90 EPR			TAKEOFF POWER	C-141	1000 FT	250 KTS	NO DRAG		27 DEC 79					
N027041B0	027	04	85 % RPM	1.52 EPR			CRUISE POWER	C-141	1000 FT	300 KTS	NO DRAG		27 DEC 79					
N027051B0	027	05	68 % RPM	1.20 EPR			APPROACH POWER	C-141	1000 FT	140 KTS	FLAPS DN, GEAR UP		27 DEC 79					
N027061B0	027	06	68 % RPM	1.20 EPR			INTERMEDIATE POWER	C-141	1000 FT	140 KTS	NO DRAG		27 DEC 79					
N027121B0	027	12	91 % RPM	1.72 EPR			NORMAL RATED THRUST	C-141	1000 FT	250 KTS	NO DRAG		27 DEC 79					
N028031A0	028	03	60 IN HG	2800 RPM			TAKEOFF POWER	C-131	1000 FT	140 KTS	FLAPS UP, GEAR DOWN		19 DEC 79					
N028041A0	028	04	32 IN HG	2000 RPM			CRUISE POWER	C-131	1000 FT	180 KTS	NO DRAG		19 DEC 79					
N028051A0	028	05	27 IN HG	2400 RPM			APPROACH POWER	C-131	1000 FT	120 KTS	FLAPS 17DEG, GEAR UP		19 DEC 79					
N029031A0	029	03	100 % RPM				TAKEOFF POWER	T-33	1000 FT	200 KTS	SPEED BRAKE ON		19 DEC 79					
N029041A0	029	04	90 % RPM				CRUISE POWER	T-33	1000 FT	300 KTS	NO DRAG		19 DEC 79					
N029051A0	029	05	80 % RPM				APPROACH POWER	T-33	1000 FT	125 KTS	NO DRAG		19 DEC 79					
N030011A0	030	01	95 % RPM	2.05 EPR			AFTERBURNER POWER	F-100	1000 FT	300 KTS	NO DRAG		27 DEC 79					
N030031A0	030	03	94.5 % RPM	2.0 EPR			TAKEOFF POWER	F-100	1000 FT	299 KTS	NO DRAG		27 DEC 79					
N030041A0	030	04	92.3 % RPM	1.75 EPR			CRUISE POWER	F-100	1000 FT	370 KTS	NO DRAG		27 DEC 79					
N030051A0	030	05	89 % RPM	1.38 EPR			APPROACH POWER	F-100	1000 FT	200 KTS	EST. F-101 -3.2DB		27 DEC 79					
N031011A0	031	01	100 % RPM				AFTERBURNER POWER	F-4	1000 FT	300 KTS	SPEED BRAKE OUT		30 MAR 88					
N031031A0	031	03	100 % RPM				TAKEOFF POWER	F-4	1000 FT	299 KTS	SPEED BRAKE OUT		30 MAR 88					
N031051A0	031	05	87 % RPM				APPROACH POWER	F-4	1000 FT	190 KTS	FLAPS DOWN, GEAR DOWN		30 MAR 88					
N031131A0	031	13	86.5 % RPM				TRAFFIC PATTERN	F-4	1000 FT	200 KTS	TRAFFIC PATTERN		30 MAR 88					
N032031A0	032	03	100 % RPM	1.94 EPR			TAKEOFF POWER	T-39	1000 FT	180 KTS	NO DRAG		27 DEC 79					
N032041A0	032	04	89 % RPM	1.66 EPR			CRUISE POWER	T-39	1000 FT	250 KTS	NO DRAG		27 DEC 79					
N032051A0	032	05	79.5 % RPM	1.37 EPR			APPROACH POWER	T-39	1000 FT	115 KTS	APP. DRAG CONFIGURATION		27 DEC 79					
N033011A0	033	01	100 % RPM				AFTERBURNER POWER	T-38	1000 FT	300 KTS	SPEED BRAKE ON		27 DEC 79					
N033031A0	033	03	100 % RPM				TAKEOFF POWER	T-38	1000 FT	299 KTS	SPEED BRAKE ON		27 DEC 79					
N033041A0	033	04	90 % RPM				CRUISE POWER	T-38	1000 FT	301 KTS	NO DRAG		27 DEC 79					
N033051A0	033	05	91 % RPM				APPROACH POWER	T-38	1000 FT	170 KTS	FLAPS 60%, GEAR DN		27 DEC 79					
N037051A1	037	05	5225 NF	638 C TIT			APPROACH POWER	A-10A	1000 FT	150 KTS	GEAR AND FLAPS DOWN		28 FEB 83					
N037111A1	037	11	6700 NF	826 C TIT			MAX RATED THRUST	A-10A	1000 FT	350 KTS	NO DRAG		28 FEB 83					
N037121A1	037	12	6200 NF	756 C TIT			NORMAL RATED THRUST	A-10A	1000 FT	300 KTS	NO DRAG		28 FEB 83					
N037131A1	037	13	5325 NF	646 C TIT			TRAFFIC PATTERN	A-10A	1000 FT	160 KTS	NO DRAG		28 FEB 83					
N038011B2	038	01	90 % RPM	900 C TIT			AFTERBURNER POWER	F-16	1000 FT	350 KTS	NO DRAG		24 JUN 87					
N038031B2	038	03	90 % RPM	900 C TIT			TAKEOFF POWER	F-16	1000 FT	350 KTS	NO DRAG		24 JUN 87					
N038051B2	038	05	82 % RPM	650 C TIT			APPROACH POWER	F-16	1000 FT	130 KTS	GEAR AND FLAPS DOWN		24 JUN 87					
N038061B2	038	06	85 % RPM	750 C TIT			INTERMEDIATE POWER	F-16	1000 FT	300 KTS	NO DRAG		24 JUN 87					
N038131B2	038	13	75 % RPM	530 C TIT			TRAFFIC PATTERN	F-16	1000 FT	200 KTS	NO DRAG		24 JUN 87					
N038141B2	038	14	92.0 % RPM	960 C TIT			INTERMED POWER (MIL)	F-16	1000 FT	350 KTS	MIL		24 JUN 87					
N039011B0	039	01	97.5 % RPM	874 C EGT			AFTERBURNER POWER	B-1	1000 FT	275 KTS	GEAR AND FLAPS UP		18 AUG 88					
N039041B0	039	04	89.9 % RPM	611 C EGT			CRUISE POWER	B-1	1000 FT	360 KTS	GEAR AND FLAPS UP		18 AUG 88					
N039051B0	039	05	90 % RPM	600 C EGT			APPROACH POWER	B-1	1000 FT	165 KTS	APPROACH		10 FEB 89					
N039141B0	039	14	98.5 % RPM	877 C EGT			INTERMED POWER (MIL)	B-1	1000 FT	270 KTS	GEAR AND FLAPS UP		18 AUG 88					

SUMMARY OF FLYOVER DATA IN NOISEFILE 6.1

COMDECK				POWER SETTING VALUE&UNITS			OPERATION POWER DESCRIPTION	AIRCRAFT NAME	SLANT RANGE		AIR SPEED	DRAG CONFIGURATION	DATE OF OMEGA 6 RUN
NAME	ACC	OPC	FIRST	SECOND	THIRD	THIRD			RANGE	FT			
N043021A0	043	02	94 % RPM	2.77 EPR			TAKEOFF-WET	B-52G	1000	FT	170 KTS	EST. FROM B-52G T/O	10 NOV 87
N043031A0	043	03	94 % RPM	2.37 EPR			TAKEOFF POWER	B-52G	1000	FT	170 KTS	NO DRAG	10 NOV 87
N043041A0	043	04	83.5 % RPM	1.48 EPR			CRUISE POWER	B-52G	1000	FT	250 KTS	NO DRAG	10 NOV 87
N043051A0	043	05	86 % RPM	1.57 EPR			APPROACH POWER	B-52G	1000	FT	140 KTS	FLAPS AND GEAR DOWN	10 NOV 87
N044031A0	044	03	8200 LBS/HR	1.65 EPR			TAKEOFF POWER	B-52H	1000	FT	170 KTS	NO DRAG	27 DEC 79
N044041A0	044	04	2110 LBS/HR	1.10 EPR			CRUISE POWER	B-52H	1000	FT	250 KTS	NO DRAG	27 DEC 79
N044051A0	044	05	3965 LBS/HR	1.25 EPR			APPROACH POWER	B-52H	1000	FT	150 KTS	APP. DRAG CONFIGURATION	27 DEC 79
N045011A0	045	01	100 % RPM				AFTERBURNER POWER	F-104G	1000	FT	240 KTS	NO DRAG	27 DEC 79
N045031A0	045	03	100 % RPM				TAKEOFF POWER	F-104G	1000	FT	239 KTS	NO DRAG	27 DEC 79
N045041A0	045	04	92 % RPM				CRUISE POWER	F-104G	1000	FT	300 KTS	NO DRAG	27 DEC 79
N045051A0	045	05	95 % RPM				APPROACH POWER	F-104G	1000	FT	190 KTS	GEAR DOWN	27 DEC 79
N045061A0	045	06	92 % RPM				INTERMEDIATE POWER	F-104G	1000	FT	300 KTS	GEAR DOWN	27 DEC 79
N046011A0	046	01	101 % RPM				AFTERBURNER POWER	F-5E	1000	FT	350 KTS	NO DRAG	27 DEC 79
N046031A0	046	03	101 % RPM				TAKEOFF POWER	F-5E	1000	FT	300 KTS	NO DRAG	27 DEC 79
N046041A0	046	04	86 % RPM				CRUISE POWER	F-5E	1000	FT	325 KTS	NO DRAG	27 DEC 79
N046051A0	046	05	82 % RPM				APPROACH POWER	F-5E	1000	FT	170 KTS	LANDING CONFIGURATION	27 DEC 79
N061011A1	061	01	91 % RPM				AFTERBURNER POWER	F-15	1000	FT	350 KTS	NO DRAG	28 FEB 83
N061031A1	061	03	90 % RPM				TAKEOFF POWER	F-15	1000	FT	300 KTS	NO DRAG	28 FEB 83
N061041A1	061	04	73.5 % RPM				CRUISE POWER	F-15	1000	FT	280 KTS	NO DRAG	28 FEB 83
N061051A1	061	05	75 % RPM				APPROACH POWER	F-15	1000	FT	170 KTS	LANDING CONFIGURATION	28 FEB 83
N070031A0	070	03	100 % RPM				TAKEOFF POWER	B-57E	1000	FT	200 KTS	GEAR DOWN	27 DEC 79
N070051A0	070	05	82 % RPM				APPROACH POWER	B-57E	1000	FT	150 KTS	GEAR DOWN	27 DEC 79
N070061A0	070	06	92 % RPM				INTERMEDIATE POWER	B-57E	1000	FT	280 KTS	NO DRAG	27 DEC 79
N071011A0	071	01	96.5 % RPM				AFTERBURNER POWER	F-101	1000	FT	350 KTS	SPEED BRAKE ON	27 DEC 79
N071031A0	071	03	96.0 % RPM				TAKEOFF POWER	F-101	1000	FT	350 KTS	SPEED BRAKE ON	27 DEC 79
N071051A0	071	05	89 % RPM				APPROACH POWER	F-101	1000	FT	200 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N071061A0	071	06	88 % RPM				INTERMEDIATE POWER	F-101	1000	FT	300 KTS	NO DRAG	27 DEC 79
N072031A0	072	03	50 IN HG	2700 RPM			TAKEOFF POWER	C-7	1000	FT	160 KTS	GEAR DOWN	27 DEC 79
N072051A0	072	05	27 IN HG	2250 RPM			APPROACH POWER	C-7	1000	FT	90 KTS	GEAR DOWN	27 DEC 79
N072061A0	072	06	35 IN HG	2550 RPM			INTERMEDIATE POWER	C-7	1000	FT	140 KTS	NO DRAG	27 DEC 79
N073031A0	073	03	1.97 EPR				TAKEOFF POWER	C-9	1000	FT	250 KTS	GEAR DOWN	27 DEC 79
N073051A0	073	05	1.35 EPR				APPROACH POWER	C-9	1000	FT	160 KTS	GEAR DOWN	27 DEC 79
N073061A0	073	06	1.70 EPR				INTERMEDIATE POWER	C-9	1000	FT	300 KTS	NO DRAG	27 DEC 79
N074031A0	074	03	39 IN HG	2900 RPM			TAKEOFF POWER	C-119	1000	FT	135 KTS	NO DRAG	27 DEC 79
N074051A0	074	05	33.6 IN HG	2600 RPM			APPROACH POWER	C-119	1000	FT	120 KTS	FLAPS DOWN	27 DEC 79
N074061A0	074	06	33.5 IN HG	2000 RPM			INTERMEDIATE POWER	C-119	1000	FT	150 KTS	NO DRAG	27 DEC 79
N075031A0	075	03	58 IN HG	2900 RPM			TAKEOFF POWER	C-121	1000	FT	165 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N075041A0	075	04	33 IN HG	2350 RPM			CRUISE POWER	C-121	1000	FT	150 KTS	NO DRAG	27 DEC 79
N075051A0	075	05	35 IN HG	2600 RPM			APPROACH POWER	C-121	1000	FT	140 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N075061A0	075	06	40 IN HG	2350 RPM			INTERMEDIATE POWER	C-121	1000	FT	150 KTS	GEAR AND FLAPS DOWN	27 DEC 79

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SUMMARY OF FLYOVER DATA IN NOISEFILE 6.1

COMDECK NAME	ACC	OPC	POWER SETTING VALUE&UNITS		FIRST	SECOND	OPERATION POWER DESCRIPTION	AIRCRAFT NAME	SLANT RANGE	AIR SPEED	DRAG CONFIGURATION	DATE OF OMEGA 6 RUN
			1	2								
N076031A0	076	03	45	IN HG			TAKEOFF POWER	U-4B	1000 FT	170 KTS	10% FLAPS, GEAR DOWN	27 DEC 79
N076031A0	076	05	24	IN HG			APPROACH POWER	U-4B	1000 FT	100 KTS	40% FLAPS, GEAR DOWN	27 DEC 79
N076061A0	076	06	30	IN HG			INTERMEDIATE POWER	U-4B	1000 FT	180 KTS	NO DRAG	27 DEC 79
N077011A0	077	01	102.5	% RPM			AFTERBURNER POWER	F-105	1000 FT	350 KTS	NO DRAG	27 DEC 79
N077031A0	077	03	102	% RPM			TAKEOFF POWER	F-105	1000 FT	300 KTS	NO DRAG	27 DEC 79
N077051A0	077	05	96.5	% RPM			APPROACH POWER	F-105	1000 FT	210 KTS	APP. DRAG CONFIGURATION	27 DEC 79
N077061A0	077	06	93	% RPM			INTERMEDIATE POWER	F-105	1000 FT	290 KTS	NO DRAG	27 DEC 79
N078011A0	078	01	108	% RPM	2.45	EPR	AFTERBURNER POWER	F-106	1000 FT	350 KTS	SPEED BRAKE ON	27 DEC 79
N078031A0	078	03	106	% RPM	2.3	EPR	TAKEOFF POWER	F-106	1000 FT	350 KTS	GEAR DOWN	27 DEC 79
N078051A0	078	05	93	% RPM	1.7	EPR	APPROACH POWER	F-106	1000 FT	200 KTS	GEAR DOWN	27 DEC 79
N078061A0	078	06	86.5	% RPM	1.4	EPR	INTERMEDIATE POWER	F-106	1000 FT	300 KTS	NO DRAG	27 DEC 79
N079011A0	079	01	97	% RPM			AFTERBURNER POWER	F-111F	1000 FT	350 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N079031A0	079	03	97	% RPM			TAKEOFF POWER	F-111F	1000 FT	300 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N079051A0	079	05	81	% RPM			APPROACH POWER	F-111F	1000 FT	150 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N079061A0	079	06	86	% RPM			INTERMEDIATE POWER	F-111F	1000 FT	350 KTS	NO DRAG	27 DEC 79
N080011A0	080	01	100	% RPM			AFTERBURNER POWER	FB-111	1000 FT	250 KTS	GEAR AND FLAPS DOWN	28 FEB 83
N080031A0	080	03	100	% RPM			TAKEOFF POWER	FB-111	1000 FT	240 KTS	GEAR AND FLAPS DOWN	28 FEB 83
N080051A0	080	05	92	% RPM			APPROACH POWER	FB-111	1000 FT	160 KTS	APPROACH	10 FEB 89
N081031A0	081	03	59	IN HG	2700	RPM	TAKEOFF POWER	KC-97	1000 FT	190 KTS	FLAPS 55, GEAR UP	27 DEC 79
N081051A0	081	05	35	IN HG	2350	RPM	APPROACH POWER	KC-97	1000 FT	125 KTS	FLAPS 33, GEAR DOWN	27 DEC 79
N081081A0	081	08	59	IN HG	2700	RPM	TAKEOFF WITH JETS	KC-97	1000 FT	230 KTS	FLAPS 55, GEAR UP	27 DEC 79
N081091A0	081	09	35	IN HG	2350	RPM	APPROACH WITH JETS	KC-97	1000 FT	130 KTS	FLAPS 33, GEAR DOWN	27 DEC 79
N082031A0	082	03	100	% RPM			TAKEOFF POWER	OV-10	1000 FT	150 KTS	GEAR DOWN	27 DEC 79
N082051A0	082	05	97	% RPM			APPROACH POWER	OV-10	1000 FT	100 KTS	FLAPS 20, GEAR DOWN	27 DEC 79
N082061A0	082	06	97	% RPM			INTERMEDIATE POWER	OV-10	1000 FT	140 KTS	NO DRAG	27 DEC 79
N083031A0	083	03	1.97	EPR			TAKEOFF POWER	T-43	1000 FT	200 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N083051A0	083	05	1.46	EPR			APPROACH POWER	T-43	1000 FT	140 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N083061A0	083	06	1.21	EPR			INTERMEDIATE POWER	T-43	1000 FT	250 KTS	NO DRAG	27 DEC 79
N084031A0	084	03	1.84	EPR	107.7	% RPM	TAKEOFF POWER	C-18	1000 FT	300 KTS	TAKEOFF	28 DEC 88
N084041A0	084	04	1.12	EPR	75.0	% RPM	CRUISE POWER	C-18	1000 FT	250 KTS	CRUISE	28 DEC 88
N084051A0	084	05	1.26	EPR	82.3	% RPM	APPROACH POWER	C-18	1000 FT	140 KTS	APPROACH (NO INLET SUPPRS)	28 DEC 88
N085031A0	085	03	96.0	% RPM	817	C EGT	TAKEOFF POWER	C-21	1000 FT	300 KTS	TAKEOFF POWER	13 JUL 88
N085051A0	085	05	70.4	% RPM	617	C EGT	APPROACH POWER	C-21	1000 FT	140 KTS	APPROACH	13 JUL 88
N085061A0	085	06	80.0	% RPM	679	C EGT	INTERMEDIATE POWER	C-21	1000 FT	225 KTS	INTERMEDIATE	13 JUL 88
N085181A0	085	18	60.0	% RPM	546	C EGT	FLT IDLE-250 KNOTS	C-21	1000 FT	250 KTS	FLT IDLE-250 KNOTS	13 JUL 88
N086051A0	086	05	66.5	% N1	567	C EGT	APPROACH POWER	KC-135R	1000 FT	150 KTS	APPROACH	14 JUL 88
N086061A0	086	06	80.3	% N1	670	C EGT	INTERMEDIATE POWER	KC-135R	1000 FT	240 KTS	INTERMEDIATE	14 JUL 88
N086111A0	086	11	89.6	% N1	767	C EGT	MAX RATED THRUST	KC-135R	1000 FT	300 KTS	MAX THRUST	14 JUL 88
N086131A0	086	13	70.5	% N1	580	C EGT	TRAFFIC PATTERN	KC-135R	1000 FT	225 KTS	TRAFFIC PATTERN	14 JUL 88

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SUMMARY OF FLYOVER DATA IN NOISEFILE 6.1

COMDECK NAME	ACC	OPC	POWER SETTING		OPERATION POWER DESCRIPTION	AIRCRAFT NAME	SLANT		AIR SPEED	DRAG CONFIGURATION	DATE OF OMEGA 6 RUN
			FIRST	SECOND			RANGE	FT			
N130031A0	130	03	100 % RPM	2.4 EPR	TAKEOFF POWER	A-4	1000 FT	250 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N130041A0	130	04	83 % RPM	1.5 EPR	CRUISE POWER	A-4	1000 FT	300 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N130051A0	130	05	93 % RPM	1.8 EPR	APPROACH POWER	A-4	1000 FT	150 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N131011A0	131	01	100 % RPM		AFTERBURNER POWER	A-5	1000 FT	250 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N131031A0	131	03	100 % RPM		TAKEOFF POWER	A-5	1000 FT	249 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N131051A0	131	05	83 % RPM		APPROACH POWER	A-5	1000 FT	160 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N132031A0	132	03	100 % RPM	2.05 EPR	TAKEOFF POWER	A-6	1000 FT	250 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N132051A0	132	05	95 % RPM	1.8 EPR	APPROACH POWER	A-6	1000 FT	160 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N133031A0	133	03	96 % RPM		TAKEOFF POWER	A-7	1000 FT	300 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N133041A0	133	04	85 % RPM		CRUISE POWER	A-7	1000 FT	301 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N133051A0	133	05	82 % RPM		APPROACH POWER	A-7	1000 FT	160 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N134031A0	134	03	103.5 % RPM		TAKEOFF POWER	AV-8A	1000 FT	300 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N134041A0	134	04	75 % RPM		CRUISE POWER	AV-8A	1000 FT	350 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N134051A0	134	05	70 % RPM		APPROACH POWER	AV-8A	1000 FT	150 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N136011A0	136	01	100 % RPM		AFTERBURNER POWER	F-14	1000 FT	300 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N136031A0	136	03	100 % RPM		TAKEOFF POWER	F-14	1000 FT	299 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N136041A0	136	04	82.5 % RPM		CRUISE POWER	F-14	1000 FT	350 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N136051A0	136	05	85 % RPM		APPROACH POWER	F-14	1000 FT	150 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N137031A0	137	03	3875 ESHP		TAKEOFF POWER	P-3	1000 FT	140 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N137041A0	137	04	2000 ESHP		CRUISE POWER	P-3	1000 FT	180 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N137051A0	137	05	900 ESHP		APPROACH POWER	P-3	1000 FT	120 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N138031A1	138	03	3.03 EPR	97.2 % RPM	TAKEOFF POWER	S-3A	1000 FT	250 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N138041A1	138	04	1.77 EPR	60 % RPM	CRUISE POWER	S-3A	1000 FT	251 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N138051A1	138	05	2.0 EPR	69 % RPM	APPROACH POWER	S-3A	1000 FT	140 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N139031A0	139	03	101.7 % RPM		TAKEOFF POWER	T-2C	1000 FT	180 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N139041A0	139	04	75.0 % RPM		CRUISE POWER	T-2C	1000 FT	250 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N139051A0	139	05	72.5 % RPM		APPROACH POWER	T-2C	1000 FT	140 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N140031A0	140	03	95 % RPM		TAKEOFF POWER	AV-8B	1000 FT	300 KTS	28 FEB 83	28 FEB 83	28 FEB 83
N140051A0	140	05	84 % RPM		APPROACH POWER	AV-8B	1000 FT	150 KTS	28 FEB 83	28 FEB 83	28 FEB 83
N140131A0	140	13	70 % RPM		TRAFFIC PATTERN	AV-8B	1000 FT	230 KTS	28 FEB 83	28 FEB 83	28 FEB 83
N140171A0	140	17	40 % RPM		FLIGHT IDLE	AV-8B	1000 FT	350 KTS	10 NOV 83	10 NOV 83	10 NOV 83
N504031B0	504	03	100 % RPM		TAKEOFF POWER	A-37	1000 FT	300 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N504041B0	504	04	90 % RPM		CRUISE POWER	A-37	1000 FT	300 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N504051B0	504	05	91 % RPM		APPROACH POWER	A-37	1000 FT	170 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N507031A0	507	03	60 IN HG	2800 RPM	TAKEOFF POWER	C-118	1000 FT	140 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N507041A0	507	04	32 IN HG	2000 RPM	CRUISE POWER	C-118	1000 FT	180 KTS	27 DEC 79	27 DEC 79	27 DEC 79
N507051A0	507	05	27 IN HG	2400 RPM	APPROACH POWER	C-118	1000 FT	120 KTS	27 DEC 79	27 DEC 79	27 DEC 79

SUMMARY OF FLYOVER DATA IN NOISEFILE 6.1

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COMDECK NAME	ACC	OPC	POWER SETTING VALUE&UNITS			OPERATION DESCRIPTION	AIRCRAFT NAME	SLANT RANGE	AIR SPEED	DRAG CONFIGURATION	DATE OF OMEGA 6 RUN
			FIRST	SECOND							
N508031A0	508	03	100 % RPM	1.94 EPR		TAKEOFF POWER	C-140	1000 FT	180 KTS	EST. T-39 +3.0DB	27 DEC 79
N508041A0	508	04	89 % RPM	1.66 EPR		CRUISE POWER	C-140	1000 FT	250 KTS	EST. T-39 +3.0DB	27 DEC 79
N508051A0	508	05	79.5 % RPM	1.37 EPR		APPROACH POWER	C-140	1000 FT	115 KTS	EST. T-39 +3.0DB	27 DEC 79
N509011A0	509	01	101 % RPM			AFTERBURNER POWER	F-5A,B	1000 FT	350 KTS	EST. F-5E -.9DB	27 DEC 79
N509031A0	509	03	101 % RPM			TAKEOFF POWER	F-5A,B	1000 FT	300 KTS	EST. F-5E -.9DB	27 DEC 79
N509041A0	509	04	86 % RPM			CRUISE POWER	F-5A,B	1000 FT	325 KTS	EST. F-5E -.9DB	27 DEC 79
N509051A0	509	05	82 % RPM			APPROACH POWER	F-5A,B	1000 FT	170 KTS	EST. F-5E -.9DB	27 DEC 79
N510011A0	510	01	97 % RPM			AFTERBURNER POWER	F-111A,	1000 FT	350 KTS	EST. F-111F -1.3DB	27 DEC 79
N510031A0	510	03	97 % RPM			TAKEOFF POWER	F-111A,	1000 FT	300 KTS	EST. F-111F -1.3DB	27 DEC 79
N510051A0	510	05	81 % RPM			APPROACH POWER	F-111A,	1000 FT	150 KTS	EST. F-111F -1.3DB	27 DEC 79
N510061A0	510	06	86 % RPM			INTERMEDIATE POWER	F-111A,	1000 FT	350 KTS	EST. F-111F -1.3DB	27 DEC 79
N511011A0	511	01	97 % RPM			AFTERBURNER POWER	F-111D	1000 FT	350 KTS	EST. F-111F -.8DB	27 DEC 79
N511031A0	511	03	97 % RPM			TAKEOFF POWER	F-111D	1000 FT	300 KTS	EST. F-111F -.8DB	27 DEC 79
N511051A0	511	05	81 % RPM			APPROACH POWER	F-111D	1000 FT	150 KTS	EST. F-111F -.8DB	27 DEC 79
N511061A0	511	06	86 % RPM			INTERMEDIATE POWER	F-111D	1000 FT	350 KTS	EST. F-111F -.8DB	27 DEC 79
N512011A0	512	01	95 % RPM	2.05 EPR		AFTERBURNER POWER	F-102	1000 FT	300 KTS	EST. F-100 +0.0DB	27 DEC 79
N512031A0	512	03	94.5 % RPM	2.0 EPR		TAKEOFF POWER	F-102	1000 FT	300 KTS	EST. F-100 +0.0DB	27 DEC 79
N512041A0	512	04	92.3 % RPM	1.75 EPR		CRUISE POWER	F-102	1000 FT	370 KTS	EST. F-100 +0.0DB	27 DEC 79
N512051A0	512	05	89 % RPM	1.38 EPR		APPROACH POWER	F-102	1000 FT	200 KTS	EST. F-100 +0.0DB	27 DEC 79
N513031A0	513	03	96 % RPM			TAKEOFF POWER	A-3	1000 FT	350 KTS	EST. F-101 +0.0DB	27 DEC 79
N513051A0	513	05	89 % RPM			APPROACH POWER	A-3	1000 FT	200 KTS	EST. F-101 +0.0DB	27 DEC 79
N513061A0	513	06	88 % RPM			INTERMEDIATE POWER	A-3	1000 FT	300 KTS	EST. F-101 +0.0DB	27 DEC 79
N516031A0	516	03	60 IN HG	2800 RPM		TAKEOFF POWER	T-29	1000 FT	140 KTS	EST. C-131 +0.0DB	27 DEC 79
N516041A0	516	04	32 IN HG	2000 RPM		CRUISE POWER	T-29	1000 FT	180 KTS	EST. C-131 +0.0DB	27 DEC 79
N516051A0	516	05	27 IN HG	2400 RPM		APPROACH POWER	T-29	1000 FT	120 KTS	EST. C-131 +0.0DB	27 DEC 79
N517011A0	517	01	100 % RPM			AFTERBURNER POWER	SR-71	1000 FT	200 KTS		27 DEC 79
N517031A0	517	03	70 % RPM			TAKEOFF POWER	SR-71	1000 FT	200 KTS		27 DEC 79
N517051A0	517	05	30 % RPM			APPROACH POWER	SR-71	1000 FT	200 KTS		27 DEC 79
N518031A0	518	03	102 % RPM			TAKEOFF POWER	U-2	1000 FT	300 KTS	EST. F-105 + 0.2 DB	27 DEC 79
N518051A0	518	05	96.5 % RPM			APPROACH POWER	U-2	1000 FT	210 KTS	EST. F-105 + 0.2 DB	27 DEC 79
N518061A0	518	06	93 % RPM			INTERMEDIATE POWER	U-2	1000 FT	290 KTS	EST. F-105 + 0.2 DB	27 DEC 79
N519021A0	519	02	94 % RPM	2.77 EPR		TAKEOFF POWER-WET	B-52B,D	1000 FT	170 KTS	B-52G -0.6DB	27 DEC 79
N519031A0	519	03	94 % RPM	2.37 EPR		TAKEOFF POWER	B-52B,D	1000 FT	170 KTS	B-52G -0.6DB	27 DEC 79
N519041A0	519	04	83.5 % RPM	1.48 EPR		CRUISE POWER	B-52B,D	1000 FT	250 KTS	B-52G -0.6DB	27 DEC 79
N519051A0	519	05	86 % RPM	1.57 EPR		APPROACH POWER	B-52B,D	1000 FT	140 KTS	B-52G -0.6DB	27 DEC 79
N520031A0	520	03	970 C TIT	16800 IN-LBS		TAKEOFF POWER	C-130A,	1000 FT	170 KTS	EST. C-130E -0.4DB	27 DEC 79
N520051A0	520	05	580 C TIT	4000 IN-LBS		APPROACH POWER	C-130A,	1000 FT	140 KTS	EST. C-130E -0.4DB	27 DEC 79
N521031A0	521	03	970 C TIT	16800 IN-LBS		TAKEOFF POWER	C-130H,	1000 FT	170 KTS	EST. C-130E +0.9 DB	27 DEC 79
N521051A0	521	05	580 C TIT	4000 IN-LBS		APPROACH POWER	C-130H,	1000 FT	140 KTS	EST. C-130E +0.9 DB	27 DEC 79

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COMDECK	NAME	ACC	OPC	POWER SETTING	VALUE&UNITS	OPERATION	POWER	AIRCRAFT	NAME	SLANT	RANGE	SPEED	DRAG CONFIGURATION	DATE OF
				FIRST	SECOND	DESCRIPTION								OMEGA 6 RUN
N523031A0	523	03	2800	RPM	60	IN HG	TAKEOFF	C-123K	1000	FT	140	KTS	EST. C-131 +0dB	27 DEC 79
N523051A0	523	05	2400	RPM	27	IN HG	APPROACH	C-123K	1000	FT	120	KTS	EST. C-131 +0dB	27 DEC 79
N523081A0	523	08	2800	RPM	100	% RPM	TAKEOFF WITH JETS	C-123K	1000	FT	200	KTS	EST. C-131 +T-38	27 DEC 79
N523091A0	523	09	2400	RPM	91	% RPM	APPROACH WITH JETS	C-123K	1000	FT	150	KTS	EST. C-131 +T-38	27 DEC 79
N527011A0	527	01	95	% RPM		AFTERBURNER		F-8	1000	FT	300	KTS	EST. F-100D +0.5DB	27 DEC 79
N527031A0	527	03	94.5	% RPM		TAKEOFF		F-8	1000	FT	300	KTS	EST. F-100D +0.5DB	27 DEC 79
N527041A0	527	04	92.3	% RPM		CRUISE		F-8	1000	FT	370	KTS	EST. F-100D +0.5DB	27 DEC 79
N527051A0	527	05	89	% RPM		APPROACH		F-8	1000	FT	200	KTS	EST. F-100D +0.5DB	27 DEC 79
N535031A0	535	03	100	% RPM		TAKEOFF		C-12	1000	FT	160	KTS	INM73 BEECH KING AIR	26 NOV 89
N535051A0	535	05	30	% RPM		LANDING		C-12	1000	FT	160	KTS	INM73 BEECH KING AIR	26 NOV 89
N536031A0	536	03	3000	LBS		TAKEOFF		C-17	1000	FT	160	KTS	ESTIM 757-200 +3 DB	14 FEB 89
N536041A0	536	04	1000	LBS		CRUISE		C-17	1000	FT	160	KTS	ESTIM 757-200 +3 DB	14 FEB 89
N536051A0	536	05	5000	LBS		APPROACH		C-17	1000	FT	160	KTS	ESTIM 757-200 +3 DB	14 FEB 89
N540031A0	540	03	15000	LBS		TAKEOFF		C-137	1000	FT	160	KTS	INM10 B-707 + 0.00dB	26 NOV 89
N540051A0	540	05	4000	LBS		LANDING		C-137	1000	FT	160	KTS	INM10 B-707 + 0.00dB	26 NOV 89
N541031A0	541	03	14000	LBS		TAKEOFF		C-20	1000	FT	160	KTS	INM37 BAC-111 + 0.00dB	26 NOV 89
N541041A0	541	04	6000	LBS		CRUISE		C-20	1000	FT	160	KTS	INM37 BAC-111 + 0.00dB	26 NOV 89
N541051A0	541	05	3000	LBS		LANDING		C-20	1000	FT	160	KTS	INM37 BAC-111 + 0.00dB	26 NOV 89
N542031A0	542	03	14000	LBS		TAKEOFF		C-22	1000	FT	160	KTS	INM24 B-727 + 0.00dB	26 NOV 89
N542041A0	542	04	6000	LBS		CRUISE		C-22	1000	FT	160	KTS	INM24 B-727 + 0.00dB	26 NOV 89
N542051A0	542	05	3000	LBS		LANDING		C-22	1000	FT	160	KTS	INM24 B-727 + 0.00dB	26 NOV 89
N547031A0	547	03	100	% RPM		TAKEOFF		C-23	1000	FT	160	KTS	INM73 CESSNA + 0.00dB	26 NOV 89
N547051A0	547	05	30	% RPM		LANDING		C-23	1000	FT	160	KTS	INM73 CESSNA + 0.00dB	26 NOV 89
N548031A0	548	03	40000	LBS		TAKEOFF		E-4	1000	FT	160	KTS	INM02 B-747 + 0.00dB	26 NOV 89
N548041A0	548	04	16000	LBS		CRUISE		E-4	1000	FT	160	KTS	INM02 B-747 + 0.00dB	26 NOV 89
N548051A0	548	05	8000	LBS		LANDING		E-4	1000	FT	160	KTS	INM02 B-747 + 0.00dB	26 NOV 89
N548061A0	548	06	32000	LBS		INTERMEDIATE		E-4	1000	FT	160	KTS	INM02 B-747 + 0.00dB	26 NOV 89
N549031A0	549	03	100	% RPM		TAKEOFF		T-34	1000	FT	160	KTS	INM75 SINGLE ENGINE PROP	26 NOV 89
N549051A0	549	05	30	% RPM		LANDING		T-34	1000	FT	160	KTS	INM75 SINGLE ENGINE PROP	26 NOV 89
N550031A0	550	03	100	% RPM		TAKEOFF		T-41	1000	FT	160	KTS	INM75 SINGLE ENGINE PROP	26 NOV 89
N550051A0	550	05	30	% RPM		LANDING		T-41	1000	FT	160	KTS	INM75 SINGLE ENGINE PROP	26 NOV 89
N551031A0	551	03	100	% RPM		TAKEOFF		T-42	1000	FT	160	KTS	INM76 BEECH BARON + 0.0dB	26 NOV 89
N551051A0	551	05	30	% RPM		LANDING		T-42	1000	FT	160	KTS	INM76 BEECH BARON + 0.0dB	26 NOV 89
N552031A0	552	03	100	% RPM		TAKEOFF		T-44	1000	FT	160	KTS	INM73 BEECH KING AIR	26 NOV 89
N552051A0	552	05	30	% RPM		LANDING		T-44	1000	FT	160	KTS	INM73 BEECH KING AIR	26 NOV 89
N553031A0	553	03	1550	LBS		TAKEOFF		T-45	1000	FT	160	KTS	INM57 CESSNA BUS JET+ 0dB	26 NOV 89
N553041A0	553	04	600	LBS		CRUISE		T-45	1000	FT	160	KTS	INM57 CESSNA BUS JET+ 0dB	26 NOV 89
N553051A0	553	05	300	LBS		LANDING		T-45	1000	FT	160	KTS	INM57 CESSNA BUS JET+ 0dB	26 NOV 89
N553061A0	553	06	1200	LBS		INTERMEDIATE		T-45	1000	FT	160	KTS	INM57 CESSNA BUS JET+ 0dB	26 NOV 89

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SUMMARY OF FLYOVER DATA IN NOISEFILE 6.1

COMDECK NAME	ACC OPC	POWER SETTING FIRST	VALUE&UNITS SECOND	OPERATION DESCRIPTION	AIRCRAFT NAME	SLANT RANGE	AIR SPEED	DRAG CONFIGURATION	DATE OF OMEGA 6 RUN
N554031A0	554 03	102 % RPM		TAKEOFF POWER	TR-1	1000 FT	300 KTS	F-105 + 0.00dB	26 NOV 89
N554051A0	554 05	96.5 % RPM		APPROACH POWER	TR-1	1000 FT	210 KTS	F-105 + 0.00dB	26 NOV 89
N554061A0	554 06	93 % RPM		INTERMEDIATE POWER	TR-1	1000 FT	290 KTS	F-105 + 0.00dB	26 NOV 89
N555031A0	555 03	100 % RPM		TAKEOFF	U-6	1000 FT	160 KTS	INM75 SINGLE ENGINE PROP	26 NOV 89
N555051A0	555 05	30 % RPM		LANDING	U-6	1000 FT	160 KTS	INM75 SINGLE ENGINE PROP	26 NOV 89
N556031A0	556 03	100 % RPM		TAKEOFF	U-21	1000 FT	160 KTS	INM73 BEECH KING AIR	26 NOV 89
N556051A0	556 05	30 % RPM		LANDING	U-21	1000 FT	160 KTS	INM73 BEECH KING AIR	26 NOV 89
N603011A0	603 01	100 % RPM		FLT AT 100 KTS	HH-53	1000 FT	100 KTS	NO SPEED-POWER ADJUSTMENT	27 DEC 79
N604011A0	604 01	100 % RPM		FLT AT 80 KTS	UH-1N	1000 FT	80 KTS	SPEED-POWER ADJUSTED	07 APR 80
N605011A0	605 01	100 % RPM		FLT AT 60 KTS	CH-3C	1000 FT	60 KTS	NO SPEED-POWER ADJUSTMENT	07 APR 80
N605021A0	605 02	100 % RPM		FLT AT 100 KTS	CH-3C	1000 FT	100 KTS	SPEED-POWER ADJUSTED	07 APR 80
N606011A0	606 01	100 % RPM		FLT AT 60 KTS	CH-54B	1000 FT	60 KTS	NO SPEED-POWER ADJUSTMENT	07 APR 80
N606021A0	606 02	100 % RPM		FLT AT 80 KTS	CH-54B	1000 FT	80 KTS	SPEED-POWER ADJUSTED	07 APR 80
N607011A0	607 01	100 % RPM		FLT AT 100 KTS	CH-47C	1000 FT	100 KTS	NO SPEED-POWER ADJUSTMENT	07 APR 80
N608011A0	608 01	100 % RPM		FLT AT 50 KTS	UH-13	1000 FT	50 KTS	NO SPEED-POWER ADJUSTMENT	07 APR 80
N609011A0	609 01	100 % RPM		FLT AT 80 KTS	TH-55A	1000 FT	80 KTS	NO SPEED-POWER ADJUSTMENT	07 APR 80
N610011A0	610 01	100 % RPM		FLT AT 90 KTS	OH-6A	1000 FT	90 KTS	BEN SPEED-POWER ADJUSTED	07 APR 80

END OF DATA FILE. NUMBER OF NORMALIZED DATA DECKS= 294

SUMMARY OF GROUND RUNUP DATA IN NOISEFILE 6.1

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COMDEX				-----POWER SETTING VALUES AND UNITS-----				OPERATION POWER		NOISE SOURCE/SUBJECT		DATE OF		TEST		RUN
NAME	ACC	OPC	FIRST	SECOND	THIRD	DESCRIPTION	DESCRIPTION	DESCRIPTION	DESCRIPTION	FIRST LINE	OMEGA 8	OMEGA 8	OMEGA 8	TEST	TEST	
N00313A0	003	13	1.05 EPR	28 % NF	1050 LBS/HR	IDLE	85 % RPM	ENG RUNUP	E-3A AIRCRAFT	E-3A AIRCRAFT	27 NOV 78	78-008-001	01	78-008-001	01	01
N00318A0	003	18	1.47 EPR	85 % NF	6750 LBS/HR	85 % RPM	ENG RUNUP	85 % RPM	E-3A AIRCRAFT	E-3A AIRCRAFT	27 NOV 78	78-008-001	03	78-008-001	03	03
N00321A0	003	21	1.23 EPR	70 % NF	4100 LBS/HR	70 % RPM	ENG RUNUP	70 % RPM	E-3A AIRCRAFT	E-3A AIRCRAFT	27 NOV 78	78-008-001	02	78-008-001	02	02
N00330A0	003	30	1.84 EPR	95 % NF	10000 LBS/HR	TAKEOFF PWR	TAKEOFF PWR	TAKEOFF PWR	E-3A AIRCRAFT	E-3A AIRCRAFT	27 NOV 78	78-008-001	04	78-008-001	04	04
N00404A0	004	04	100 % RPM	574 C EGT	2250 LBS/HR	MIL PWR	MIL PWR	MIL PWR	A-37B	AIRCRAFT	12 FEB 76	74-004-040	02	74-004-040	02	02
N00413A0	004	13	46 % RPM	355 C EGT	495 LBS/HR	IDLE	IDLE	IDLE	A-37B	AIRCRAFT	18 DEC 75	74-004-014	01	74-004-014	01	01
N00418A0	004	18	85 % RPM	490 C EGT	1250 LBS/HR	85 % RPM	ENG RUNUP	85 % RPM	A-37B	AIRCRAFT	12 FEB 76	74-004-040	01	74-004-040	01	01
N00505A0	005	05	103 % N1	820 C EGT	17100 LBS/HR	MAX CONT PWR	MAX CONT PWR	MAX CONT PWR	KC-10A AIRCRAFT	KC-10A AIRCRAFT	16 MAR 90	BS-005-001	05	BS-005-001	05	05
N00513A0	005	13	24 % N1	406 C EGT	1360 LBS/HR	IDLE	IDLE	IDLE	KC-10A AIRCRAFT	KC-10A AIRCRAFT	16 MAR 90	BS-005-001	01	BS-005-001	01	01
N00516A0	005	16	95 % N1	750 C EGT	13000 LBS/HR	95 % RPM	ENG RUNUP	95 % RPM	KC-10A AIRCRAFT	KC-10A AIRCRAFT	16 MAR 90	BS-005-001	04	BS-005-001	04	04
N00521A0	005	21	70 % N1	530 C EGT	5700 LBS/HR	70 % RPM	ENG RUNUP	70 % RPM	KC-10A AIRCRAFT	KC-10A AIRCRAFT	16 MAR 90	BS-005-001	03	BS-005-001	03	03
N00530A0	005	30	111 % N1	908 C EGT	20000 LBS/HR	TAKEOFF PWR	TAKEOFF PWR	TAKEOFF PWR	KC-10A AIRCRAFT	KC-10A AIRCRAFT	16 MAR 90	BS-005-001	06	BS-005-001	06	06
N00557A0	005	57	45 % N1	445 C EGT	2800 LBS/HR	45 % RPM	ENG RUNUP	45 % RPM	KC-10A AIRCRAFT	KC-10A AIRCRAFT	16 MAR 90	BS-005-001	02	BS-005-001	02	02
N00609A0	006	09	9600 IN-LBS	775 C TIT	1400 LBS/HR	POWER RUNUP	POWER RUNUP	POWER RUNUP	C-130E	AIRCRAFT	01 APR 76	74-004-036	03	74-004-036	03	03
N00611A0	006	11	800 IN-LBS	625 C TIT	650 LBS/HR	LOW IDLE	LOW IDLE	LOW IDLE	C-130E	AIRCRAFT	01 APR 76	74-004-036	01	74-004-036	01	01
N00613A0	006	13	1400 IN-LBS	560 C TIT	780 LBS/HR	IDLE	IDLE	IDLE	C-130E	AIRCRAFT	01 APR 76	74-004-036	02	74-004-036	02	02
N00630A0	006	30	16800 IN-LBS	970 C TIT	2000 LBS/HR	TAKEOFF PWR	TAKEOFF PWR	TAKEOFF PWR	C-130E	AIRCRAFT	01 APR 76	74-004-036	04	74-004-036	04	04
N00703A0	007	03	95 % RPM	813 C EGT	7279 LBS/HR	MAX PWR A/B	MAX PWR A/B	MAX PWR A/B	F-18 AIRCRAFT	F-18 AIRCRAFT	19 APR 79	AM-007-001	05	AM-007-001	05	05
N00704A0	007	04	94 % RPM	815 C EGT	7260 LBS/HR	MIL PWR	MIL PWR	MIL PWR	F-18 AIRCRAFT	F-18 AIRCRAFT	19 APR 79	AM-007-001	03	AM-007-001	03	03
N00713A0	007	13	63 % RPM	449 C EGT	624 LBS/HR	IDLE	IDLE	IDLE	F-18 AIRCRAFT	F-18 AIRCRAFT	19 APR 79	AM-007-001	01	AM-007-001	01	01
N00718A0	007	18	85 % RPM	655 C EGT	3807 LBS/HR	85 % RPM	ENG RUNUP	85 % RPM	F-18 AIRCRAFT	F-18 AIRCRAFT	19 APR 79	AM-007-001	02	AM-007-001	02	02
N00742A0	007	42	95 % RPM	807 C EGT	7367 LBS/HR	MIN PWR A/B	MIN PWR A/B	MIN PWR A/B	F-18 AIRCRAFT	F-18 AIRCRAFT	19 APR 79	AM-007-001	04	AM-007-001	04	04
N01203A0	012	03	96 % NC	2.14 EPR	8500 LBS/HR	MAX PWR A/B	MAX PWR A/B	MAX PWR A/B	F-102A AIRCRAFT	F-102A AIRCRAFT	27 NOV 78	78-012-001	05	78-012-001	05	05
N01204A0	012	04	96 % NC	2.13 EPR	1100 LBS/HR	MIL PWR	MIL PWR	MIL PWR	F-102A AIRCRAFT	F-102A AIRCRAFT	27 NOV 78	78-012-001	04	78-012-001	04	04
N01213A0	012	13	57 % NC	1.01 EPR	3500 LBS/HR	85 % RPM	ENG RUNUP	85 % RPM	F-102A AIRCRAFT	F-102A AIRCRAFT	27 NOV 78	78-012-001	01	78-012-001	01	01
N01218A0	012	18	85 % NC	1.43 EPR	2000 LBS/HR	75 % RPM	ENG RUNUP	75 % RPM	F-102A AIRCRAFT	F-102A AIRCRAFT	27 NOV 78	78-012-001	03	78-012-001	03	03
N01220A0	012	20	75 % NC	1.19 EPR	2000 LBS/HR	75 % RPM	ENG RUNUP	75 % RPM	F-102A AIRCRAFT	F-102A AIRCRAFT	27 NOV 78	78-012-001	02	78-012-001	02	02
N01404A0	014	04	100 % NF	99 % NC	770 C EGT	MIL PWR	MIL PWR	MIL PWR	YC-14	AIRCRAFT	07 MAR 83	76-014-001	05	76-014-001	05	05
N01413A0	014	13	22 % NF	64 % NC	360 C EGT	IDLE	IDLE	IDLE	YC-14	AIRCRAFT	07 MAR 83	76-014-001	02	76-014-001	02	02
N01418A0	014	18	85 % NF	93 % NC	635 C EGT	85 % RPM	ENG RUNUP	85 % RPM	YC-14	AIRCRAFT	07 MAR 83	76-014-001	04	76-014-001	04	04
N01430A0	014	30	111 % NF	102 % NC	845 C EGT	TAKEOFF PWR	TAKEOFF PWR	TAKEOFF PWR	YC-14	AIRCRAFT	07 MAR 83	76-014-001	06	76-014-001	06	06
N01513A0	015	13	1.04 EPR	375 EGT	1100 LBS/HR	IDLE	IDLE	IDLE	YC-15	AIRCRAFT	07 MAR 83	76-015-001	01	76-015-001	01	01
N01533A0	015	33	1.8 EPR	465 EGT	6400 LBS/HR	1.8 EPR	1.8 EPR	1.8 EPR	YC-15	AIRCRAFT	07 MAR 83	76-015-001	02	76-015-001	02	02
N01544A0	015	44	1.08 EPR	400 EGT	1350 LBS/HR	REVERSE IDLE	REVERSE IDLE	REVERSE IDLE	YC-15	AIRCRAFT	07 MAR 83	76-015-001	04	76-015-001	04	04
N01546A0	015	46	1.95 EPR	500 EGT	7400 LBS/HR	1.95 EPR	1.95 EPR	1.95 EPR	YC-15	AIRCRAFT	07 MAR 83	76-015-001	03	76-015-001	03	03
N02212A0	022	12	1.6 EPR	42 % NF	2300 LBS/HR	HIGH IDLE	HIGH IDLE	HIGH IDLE	C-5A AIRCRAFT	C-5A AIRCRAFT	15 MAR 90	78-015-001	02	78-015-001	02	02
N02213A0	022	13	1.18 EPR	23 % NF	1200 LBS/HR	IDLE	IDLE	IDLE	C-5A AIRCRAFT	C-5A AIRCRAFT	15 MAR 90	78-015-001	01	78-015-001	01	01
N02219A0	022	19	3.5 EPR	79 % NF	8000 LBS/HR	80 % RPM	ENG RUNUP	80 % RPM	C-5A AIRCRAFT	C-5A AIRCRAFT	15 MAR 90	78-015-001	04	78-015-001	04	04
N02222A0	022	22	2.5 EPR	63 % NF	4600 LBS/HR	65 % RPM	ENG RUNUP	65 % RPM	C-5A AIRCRAFT	C-5A AIRCRAFT	15 MAR 90	78-015-001	03	78-015-001	03	03
N02231A0	022	31	4.4 EPR	90 % NF	11000 LBS/HR	MAX PWR	MAX PWR	MAX PWR	C-5A AIRCRAFT	C-5A AIRCRAFT	15 MAR 90	78-015-001	05	78-015-001	05	05

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SUMMARY OF GROUND RUNUP DATA IN NOISEFILE 6.1

COMDECK NAME	ACC	OPC	-----POWER SETTING VALUES AND UNITS-----			OPERATION POWER DESCRIPTION	NOISE SOURCE/SUBJECT FIRST LINE	DATE OF OMEGA 8 RUN	TEST RUN
			FIRST	SECOND	THIRD				
N02308A0	023	08	2200 RPM	22 IN MAP		MAGNETO CHECK	AC-123K AIRCRAFT	25 FEB 76	74-004-037 03
N02310A0	023	10	2700 RPM	55 IN MAP		METO WITH JETS	AC-123K AIRCRAFT	25 FEB 76	74-004-037 05
N02313A0	023	13	650 RPM	18 IN MAP		IDLE	AC-123K AIRCRAFT	25 FEB 76	74-004-037 01
N02315A0	023	15	1000 RPM	17 IN MAP		TAXI	AC-123K AIRCRAFT	25 FEB 76	74-004-037 02
N02329A0	023	29	2700 RPM	55 IN MAP		METO NO JETS	AC-123K AIRCRAFT	25 FEB 76	74-004-037 04
N02407A0	024	07	92 % RPM			TRIM CHECK	T-37B AIRCRAFT	13 FEB 76	74-004-028 02
N02413A0	024	13	37 % RPM			IDLE	T-37B AIRCRAFT	13 FEB 76	74-004-028 01
N02431A0	024	31	99.5 % RPM			MAX PWR	T-37B AIRCRAFT	13 FEB 76	74-004-028 03
N02507A0	025	07	97.4 % RPM	1.6 EPR		TRIM CHECK	C-135B AIRCRAFT	15 FEB 89	AN-025-001 06
N02513A0	025	13	55 % RPM	1.05 EPR		IDLE	C-135B AIRCRAFT	15 FEB 89	AN-025-001 01
N02517A0	025	17	90 % RPM	1.27 EPR		90 % RPM ENG RUNUP	C-135B AIRCRAFT	15 FEB 89	AN-025-001 04
N02519A0	025	19	80 % RPM	1.11 EPR		80 % RPM ENG RUNUP	C-135B AIRCRAFT	15 FEB 89	AN-025-001 03
N02521A0	025	21	70 % RPM	1.06 EPR		70 % RPM ENG RUNUP	C-135B AIRCRAFT	15 FEB 89	AN-025-001 02
N02531A0	025	31	101 % RPM	1.80 EPR		MAX PWR	C-135B AIRCRAFT	15 FEB 89	AN-025-001 05
N02613A0	026	13	62 % RPM	1100 LBS/HR		IDLE	C-135A AIRCRAFT	07 APR 76	74-012-001 01
N02617A0	026	17	90 % RPM	5000 LBS/HR	1.74 EPR	90 % RPM ENG RUNUP	C-135A AIRCRAFT	07 APR 76	74-012-001 03
N02619A0	026	19	80 % RPM	2200 LBS/HR	1.25 EPR	80 % RPM ENG RUNUP	C-135A AIRCRAFT	07 APR 76	74-012-001 02
N02631A0	026	31	96 % RPM	8200 LBS/HR	2.34 EPR	MAX PWR	C-135A AIRCRAFT	07 APR 76	74-012-001 04
N02713A0	027	13	28 % NF	1.04 EPR	1100 LBS/HR	IDLE	C-141A AIRCRAFT	08 APR 76	74-013-001 01
N02721A0	027	21	70 % NF	1.27 EPR	4100 LBS/HR	70 % RPM ENG RUNUP	C-141A AIRCRAFT	08 APR 76	74-013-001 02
N02730A0	027	30	95 % NF	1.85 EPR	10000 LBS/HR	TAKEOFF PWR	C-141A AIRCRAFT	08 APR 76	74-013-001 03
N02808A0	028	08	2050 RPM	27.5 IN MAP		MAGNETO CHECK	C-131B AIRCRAFT	19 FEB 76	74-004-034 02
N02813A0	028	13	800 RPM	13 IN MAP		IDLE	C-131B AIRCRAFT	19 FEB 76	74-004-034 01
N02815A0	028	15	1000 RPM	24 IN MAP		TAXI	C-131B AIRCRAFT	20 FEB 76	74-004-035 01
N02830A0	028	30	2800 RPM	62 IN MAP		TAKEOFF PWR	C-131B AIRCRAFT	19 FEB 76	74-004-034 03
N02913A0	029	13	35 % RPM			IDLE	T-33A AIRCRAFT	19 JAN 76	74-004-027 01
N02925A0	029	25	50 % RPM			50 % RPM ENG RUNUP	T-33A AIRCRAFT	19 JAN 76	74-004-027 02
N02931A0	029	31	100 % RPM			MAX PWR	T-33A AIRCRAFT	19 JAN 76	74-004-027 03
N03003A0	030	03	100 % RPM			MAX PWR A/B	F-100D AIRCRAFT	19 DEC 75	74-004-020 02
N03004A0	030	04	97 % RPM			MIL PWR	F-100D AIRCRAFT	19 DEC 75	74-004-020 01
N03013A0	030	13	53 % RPM			IDLE	F-100D AIRCRAFT	19 DEC 75	74-004-019 01
N03021A0	030	21	70 % RPM			70 % RPM ENG RUNUP	F-100D AIRCRAFT	19 DEC 75	74-004-019 02
N03103A0	031	03	100 % RPM			MAX PWR A/B	F-4C AIRCRAFT	19 DEC 75	74-004-018 01
N03104A0	031	04	100 % RPM			MIL PWR	F-4C AIRCRAFT	19 DEC 75	74-004-017 03
N03113A0	031	13	65 % RPM			IDLE	F-4C AIRCRAFT	19 DEC 75	74-004-017 01
N03118A0	031	18	85 % RPM			85 % RPM ENG RUNUP	F-4C AIRCRAFT	19 DEC 75	74-004-017 02
N03204A0	032	04	100 % RPM	1.93 EPR		MIL PWR	T-39A AIRCRAFT	20 JAN 76	74-032-001 04
N03213A0	032	13	41 % RPM	1.03 EPR		IDLE	T-39A AIRCRAFT	20 JAN 76	74-032-001 01
N03218A0	032	18	85 % RPM	1.46 EPR		85 % RPM ENG RUNUP	T-39A AIRCRAFT	20 JAN 76	74-032-001 03
N03220A0	032	20	75 % RPM	1.25 EPR		75 % RPM ENG RUNUP	T-39A AIRCRAFT	20 JAN 76	74-032-001 02

SUMMARY OF GROUND RUNUP DATA IN NOISEFILE 6.1

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COMDECK				---POWER SETTING VALUES AND UNITS---				OPERATION POWER		NOISE SOURCE/SUBJECT		DATE OF		TEST	
NAME	ACC	OPC		FIRST	SECOND	THIRD		DESCRIPTION		FIRST LINE		OMEGA	8 RUN		RUN
N03303A0	033	03		100 % RPM				MAX PWR A/B		T-38A	AIRCRAFT	17 FEB 76	74-004-029	04	
N03304A0	033	04		100 % RPM				MIL PWR		T-38A	AIRCRAFT	17 FEB 76	74-004-029	03	
N03307A0	033	07		94 % RPM				TRIM CHECK		T-38A	AIRCRAFT	18 FEB 76	74-004-031	02	
N03313A0	033	13		48 % RPM				IDLE		T-38A	AIRCRAFT	17 FEB 76	74-004-029	01	
N03320A0	033	20		75 % RPM				75 % RPM ENG RUNUP		T-38A	AIRCRAFT	18 FEB 76	74-004-031	01	
N03321A0	033	21		70 % RPM				70 % RPM ENG RUNUP		T-38A	AIRCRAFT	17 FEB 76	74-004-029	02	
N03705A0	037	05		77 % NF	91 % NC	2100 LBS/HR		MAX CONT PWR		A-10A	AIRCRAFT	06 FEB 76	75-037-001	02	
N03713A0	037	13		25 % NF	64 % NC	400 LBS/HR		IDLE		A-10A	AIRCRAFT	06 FEB 76	75-037-001	01	
N03730A0	037	30		84 % NF	95 % NC	2750 LBS/HR		TAKEOFF PWR		A-10A	AIRCRAFT	06 FEB 76	75-037-001	03	
N03801A0	038	01		89 % NC	950 C TIT			MAX PWR ZONE 5 A/B		F-16	AIRCRAFT	13 APR 76	75-038-001	04	
N03806A0	038	06		90 % NC	934 C TIT			INTERMED PWR (MIL)		F-16	AIRCRAFT	13 APR 76	75-038-001	03	
N03813A0	038	13		62 % NC	483 C TIT			IDLE		F-16	AIRCRAFT	13 APR 76	75-038-001	01	
N03819A0	038	19		80 % NC	620 C TIT			80 % RPM ENG RUNUP		F-16	AIRCRAFT	13 APR 76	75-038-001	02	
N03903A0	039	03		97.6 % RPM	1310 C TIT			MAX PWR A/B		B-1	AIRCRAFT	16 MAR 90	76-039-001	04	
N03906A0	039	06		97.2 % RPM	1317 C TIT			INTERMED PWR (MIL)		B-1	AIRCRAFT	16 MAR 90	76-039-001	03	
N03913A0	039	13		70.5 % RPM	848 C TIT			IDLE		B-1	AIRCRAFT	16 MAR 90	76-039-001	01	
N04313A0	043	13		61 % RPM	300 C EGT	1.05 EPR		IDLE		B-52G	AIRCRAFT	18 DEC 75	74-004-015	01	
N04317A0	043	17		90 % RPM	520 C EGT	2.04 EPR		90 % RPM ENG RUNUP		B-52G	AIRCRAFT	18 DEC 75	74-004-015	03	
N04319A0	043	19		80 % RPM	340 C EGT	1.35 EPR		80 % RPM ENG RUNUP		B-52G	AIRCRAFT	18 DEC 75	74-004-015	02	
N04331A0	043	31		94 % RPM	580 C EGT	2.45 EPR		MAX PWR		B-52G	AIRCRAFT	18 DEC 75	74-004-015	04	
N04413A0	044	13		1000 LBS/HR	1.05 EPR	60 % RPM		IDLE		B-52H	AIRCRAFT	03 MAY 76	75-044-001	01	
N04416A0	044	16		5000 LBS/HR	1.33 EPR	95 % RPM		95 % RPM ENG RUNUP		B-52H	AIRCRAFT	03 MAY 76	75-044-001	03	
N04419A0	044	19		1900 LBS/HR	1.08 EPR	80 % RPM		80 % RPM ENG RUNUP		B-52H	AIRCRAFT	03 MAY 76	75-044-001	02	
N04431A0	044	31		8700 LBS/HR	1.68 EPR	104 % RPM		MAX PWR		B-52H	AIRCRAFT	03 MAY 76	75-044-001	05	
N04434A0	044	34		7600 LBS/HR	1.62 EPR	100 % RPM		NORMAL RATED THRUST		B-52H	AIRCRAFT	03 MAY 76	75-044-001	04	
N04503A0	045	03		100 % RPM				MAX PWR A/B		F-104D	AIRCRAFT	08 JAN 76	74-004-022	01	
N04504A0	045	04		100 % RPM				MIL PWR		F-104D	AIRCRAFT	30 DEC 75	74-004-021	03	
N04513A0	045	13		67 % RPM				IDLE		F-104D	AIRCRAFT	30 DEC 75	74-004-021	01	
N04518A0	045	18		85 % RPM				85 % RPM ENG RUNUP		F-104D	AIRCRAFT	30 DEC 75	74-004-021	02	
N04603A0	046	03		100 % RPM	670 C EGT	1000 LBS/HR		MAX PWR A/B		F-5E	AIRCRAFT	06 APR 76	74-004-039	04	
N04604A0	046	04		100 % RPM	670 C EGT	3150 LBS/HR		MIL PWR		F-5E	AIRCRAFT	06 APR 76	74-004-039	03	
N04613A0	046	13		50 % RPM	395 C EGT	500 LBS/HR		IDLE		F-5E	AIRCRAFT	06 APR 76	74-004-039	01	
N04619A0	046	19		80 % RPM	340 C EGT	900 LBS/HR		80 % RPM ENG RUNUP		F-5E	AIRCRAFT	06 APR 76	74-004-039	02	
N05751A0	057	51		85 % NF	93 % NC	640 C EGT		85 % RPM/FLPS 30		YC-14	FLAPS 30	07 MAR 83	76-014-001	07	
N05752A0	057	52		110 % NF	104 % NC	880 C EGT		TAKEOFF/FLPS 30		YC-14	FLAPS 30	07 MAR 83	76-014-001	08	
N05753A0	057	53		22 % NF	64 % NC	340 C EGT		IDLE/FLPS 30		YC-14	FLAPS 30	07 MAR 83	76-014-001	09	
N05855A0	058	55		22 % NF	64 % NC	420 C EGT		IDLE/THRUSTER		YC-14	THRUSTER	07 MAR 83	76-014-001	10	
N05856A0	058	56		85 % NF	96 % NC	660 C EGT		85 % RPM/THRUSTER		YC-14	THRUSTER	07 MAR 83	76-014-001	11	
N05945A0	059	45		1.95 EPR	500 EGT	7800 LBS/HR		REVERSE STOP		YC-15	FLAPS 24	07 MAR 83	76-015-001	05	
N05947A0	059	47		1.04 EPR	370 EGT	1000 LBS/HR		IDLE/FLAPS 24 DEG		YC-15	FLAPS 24	07 MAR 83	76-015-001	06	
N05948A0	059	48		2.24 EPR	580 EGT	10000 LBS/HR		TAKEOFF/FLAPS 24 DEG		YC-15	FLAPS 24	07 MAR 83	76-015-001	07	

SUMMARY OF GROUND RUNUP DATA IN NOISEFILE 6.1

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COMDECK NAME	ACC	OPC	-----POWER SETTING VALUES AND UNITS-----				OPERATION POWER DESCRIPTION	NOISE SOURCE/SUBJECT FIRST LINE	DATE OF		TEST	RUN
			FIRST	SECOND	THIRD				OMEGA	8		
N06101A0	061	01	90 % NC	930 C FTIT	39200 LBS/HR		MAX PWR ZONE 5 A/B	F-15A AIRCRAFT	17 DEC 75	74	74-004-010	04
N06106A0	061	06	90 % NC	930 C FTIT	7850 LBS/HR		INTERMED PWR (MIL)	F-15A AIRCRAFT	17 DEC 75	74	74-004-010	03
N06113A0	061	13	63 % NC	395 C FTIT	950 LBS/HR		IDLE	F-15A AIRCRAFT	17 DEC 75	74	74-004-010	01
N06119A0	061	19	80 % NC	690 C FTIT	4150 LBS/HR		80 % RPM ENG RUNUP	F-15A AIRCRAFT	17 DEC 75	74	74-004-010	02
N07004A0	070	04	101 % RPM				MIL PWR	B-57G AIRCRAFT	31 MAR 76	74	74-004-016	03
N07013A0	070	13	50 % RPM				IDLE	B-57G AIRCRAFT	31 MAR 76	74	74-004-016	01
N07018A0	070	18	85 % RPM				85 % RPM ENG RUNUP	B-57G AIRCRAFT	31 MAR 76	74	74-004-016	02
N07103A0	071	03	96 % NC	2.04 EPR			MAX PWR A/B	F-101B AIRCRAFT	27 NOV 78	78	78-011-001	05
N07104A0	071	04	95.5 % NC	2.10 EPR	7600 LBS/HR		MIL PWR	F-101B AIRCRAFT	27 NOV 78	78	78-011-001	04
N07113A0	071	13	62 % NC	1.01 EPR	1150 LBS/HR		IDLE	F-101B AIRCRAFT	27 NOV 78	78	78-011-001	01
N07117A0	071	17	90 % NC	1.58 EPR	4350 LBS/HR		90 % RPM ENG RUNUP	F-101B AIRCRAFT	27 NOV 78	78	78-011-001	03
N07119A0	071	19	80 % NC	1.25 EPR	2450 LBS/HR		80 % RPM ENG RUNUP	F-101B AIRCRAFT	27 NOV 78	78	78-011-001	02
N07209A0	072	09	2450 RPM	35 IN MAP			POWER RUNUP	C-7A AIRCRAFT	18 MAY 76	74	74-072-001	03
N07213A0	072	13	600 RPM	19 IN MAP			IDLE	C-7A AIRCRAFT	18 MAY 76	74	74-072-001	01
N07215A0	072	15	1000 RPM	20 IN MAP			TAXI	C-7A AIRCRAFT	18 MAY 76	74	74-072-001	02
N07231A0	072	31	2675 RPM	50 IN MAP			MAX PWR	C-7A AIRCRAFT	18 MAY 76	74	74-072-001	04
N07313A0	073	13	1.05 EPR	375 C EGT	1000 LBS/HR		IDLE	C-9A AIRCRAFT	06 FEB 76	74	74-073-001	01
N07330A0	073	30	2.0 EPR	510 C EGT	8000 LBS/HR		TAKEOFF PWR	C-9A AIRCRAFT	06 FEB 76	74	74-073-001	04
N07332A0	073	32	1.7 EPR	460 C EGT	5800 LBS/HR		1.7 EPR	C-9A AIRCRAFT	06 FEB 76	74	74-073-001	02
N07333A0	073	33	1.8 EPR	480 C EGT	6600 LBS/HR		1.8 EPR	C-9A AIRCRAFT	06 FEB 76	74	74-073-001	03
N07408A0	074	08	2100 RPM	28.5 IN MAP			MAGNETO CHECK	C-119L AIRCRAFT	18 MAY 76	74	74-074-001	04
N07413A0	074	13	750 RPM	25 IN MAP			IDLE	C-119L AIRCRAFT	18 MAY 76	74	74-074-001	01
N07415A0	074	15	1000 RPM	24.5 IN MAP			TAXI	C-119L AIRCRAFT	18 MAY 76	74	74-074-001	02
N07431A0	074	31	2900 RPM	59 IN MAP			MAX PWR	C-119L AIRCRAFT	18 MAY 76	74	74-074-001	05
N07436A0	074	36	1800 RPM	26 IN MAP			PROP SPEED CHECK	C-119L AIRCRAFT	18 MAY 76	74	74-074-001	03
N07508A0	075	08	2050 RPM	28.8 IN MAP			MAGNETO CHECK	C-121 AIRCRAFT	17 MAY 76	74	74-075-001	04
N07513A0	075	13	700 RPM	26.3 IN MAP			IDLE	C-121 AIRCRAFT	17 MAY 76	74	74-075-001	01
N07515A0	075	15	1200 RPM	24 IN MAP			TAXI	C-121 AIRCRAFT	17 MAY 76	74	74-075-001	02
N07531A0	075	31	2900 RPM	58 IN MAP			MAX PWR	C-121 AIRCRAFT	17 MAY 76	74	74-075-001	05
N07536A0	075	36	1700 RPM	25.2 IN MAP			PROP SPEED CHECK	C-121 AIRCRAFT	17 MAY 76	74	74-075-001	03
N07604A0	076	04	3400 RPM				MIL PWR	U-4B AIRCRAFT	27 MAY 76	75	75-002-050	02
N07613A0	076	13	1000 RPM				IDLE	U-4B AIRCRAFT	27 MAY 76	75	75-002-050	01
N07703A0	077	03	102 % NC	2.41 EPR			MAX PWR A/B	F-105D	27 NOV 78	78	78-013-001	05
N07704A0	077	04	102 % NC	2.41 EPR	11000 LBS/HR		MIL PWR	F-105D	27 NOV 78	78	78-013-001	04
N07713A0	077	13	69 % NC	1.17 EPR	1700 LBS/HR		IDLE	F-105D	27 NOV 78	78	78-013-001	01
N07717A0	077	17	90 % NC	1.68 EPR	5550 LBS/HR		90 % NC ENG RUNUP	F-105D	27 NOV 78	78	78-013-001	03
N07719A0	077	19	80 % NC	1.30 EPR	2800 LBS/HR		80 % RPM ENG RUNUP	F-105D	27 NOV 78	78	78-013-001	02
N07803A0	078	03	102 % RPM				MAX PWR A/B	F-106	02 DEC 81	BN	BN-078-001	05
N07804A0	078	04	102 % RPM				MIL PWR	F-106	02 DEC 81	BN	BN-078-001	04
N07813A0	078	13	59 % RPM				IDLE	F-106	02 DEC 81	BN	BN-078-001	01
N07816A0	078	16	95 % RPM				95 % RPM ENG RUNUP	F-106	02 DEC 81	BN	BN-078-001	03
N07818A0	078	18	85 % RPM				85 % RPM ENG RUNUP	F-106	02 DEC 81	BN	BN-078-001	02

SUMMARY OF GROUND RUNUP DATA IN NOISEFILE 6.1

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COMDECK NAME	ACC	OPC	---POWER SETTING VALUES AND UNITS----			OPERATION POWER		NOISE SOURCE/SUBJECT		DATE OF		TEST	RUN
			FIRST	SECOND	THIRD	DESCRIPTION	A/B	FIRST LINE	OMEGA 8 RUN	OMEGA 8 RUN	OMEGA 8 RUN		
N07902A0	079	02	95 % NC	2.25 EPR	28100 LBS/HR	MAX PWR	ZONE 3	F-111F	06 APR 76	74-079-001	05		
N07904A0	079	04	95 % NC	2.21 EPR	8100 LBS/HR	MIL PWR		F-111F	06 APR 76	74-079-001	04		
N07913A0	079	13	65 % NC	1.04 EPR	1000 LBS/HR	IDLE		F-111F	06 APR 76	74-079-001	01		
N07918A0	079	18	85 % NC	1.63 EPR	4200 LBS/HR	85 % RPM	ENG RUNUP	F-111F	06 APR 76	74-079-001	03		
N07919A0	079	19	80 % NC	1.44 EPR	2650 LBS/HR	80 % RPM	ENG RUNUP	F-111F	06 APR 76	74-079-001	02		
N08003A0	080	03	95 % NC	2.00 EPR	45600 LBS/HR	MAX PWR	A/B	FB-111A	31 MAR 76	74-004-024	03		
N08004A0	080	04	96 % NC	2.00 EPR	6500 LBS/HR	MIL PWR		FB-111A	31 MAR 76	74-004-024	02		
N08013A0	080	13	66 % NC	1.00 EPR	900 LBS/HR	IDLE		FB-111A	31 MAR 76	74-004-024	01		
N08019A0	080	19	80 % NC	1.44 EPR	2650 LBS/HR	80 % RPM	ENG RUNUP	FB-111A	20 MAY 76	74-004-024	04		
N08108A0	081	08	29 IN MAP	2050 RPM		MAGNETO CHECK		KC-97L	14 MAY 76	74-081-001	02		
N08113A0	081	13	17 IN MAP	900 RPM		IDLE		KC-97L	14 MAY 76	74-081-001	01		
N08135A0	081	35	18 IN MAP	900 RPM	40 % RPM	RECIPS AND JETS	IDLE	KC-97L	14 MAY 76	74-081-001	04		
N08137A0	081	37	58 IN MAP	2650 RPM		MAX POWER NO JETS		KC-97L	14 MAY 76	74-081-001	03		
N08138A0	081	38	58 IN MAP	2650 RPM	100 % RPM	MAX POWER WITH JETS		KC-97L	14 MAY 76	74-081-001	05		
N08204A0	082	04	101 % RPM	1900 FT-LBS		MIL PWR		OV-10A	31 MAR 76	74-004-026	03		
N08215A0	082	15	70 % RPM	600 FT-LBS		TAXI		OV-10A	31 MAR 76	74-004-026	02		
N08228A0	082	28	89 % RPM	600 FT-LBS		LOCKED PROPS		OV-10A	31 MAR 76	74-004-026	01		
N08313A0	083	13	34 % NF	1.05 EPR	1050 LBS/HR	IDLE		T-43A	08 APR 76	74-083-001	01		
N08317A0	083	17	90 % NF	1.84 EPR	7000 LBS/HR	90 % RPM	ENG RUNUP	T-43A	08 APR 76	74-083-001	04		
N08318A0	083	18	85 % NF	1.70 EPR	5800 LBS/HR	85 % RPM	ENG RUNUP	T-43A	08 APR 76	74-083-001	03		
N08319A0	083	19	80 % NF	1.50 EPR	4800 LBS/HR	80 % RPM	ENG RUNUP	T-43A	08 APR 76	74-083-001	02		
N08330A0	083	30	97 % NF	2.01 EPR	8000 LBS/HR	TAKEOFF PWR		T-43A	08 APR 76	74-083-001	05		
N08407A0	084	07	1.63 EPR	7800 LBS/HR	97 % RPM	TRIM CHECK		C-18A	29 DEC 88	FA-084-001	05		
N08413A0	084	13	1.06 EPR	1200 LBS/HR	57 % RPM	IDLE		C-18A	29 DEC 88	FA-084-001	01		
N08417A0	084	17	1.33 EPR	4900 LBS/HR	90 % RPM	ENG RUNUP		C-18A	29 DEC 88	FA-084-001	04		
N08419A0	084	19	1.10 EPR	2400 LBS/HR	80 % RPM	ENG RUNUP		C-18A	29 DEC 88	FA-084-001	03		
N08421A0	084	21	1.07 EPR	1600 LBS/HR	70 % RPM	ENG RUNUP		C-18A	29 DEC 88	FA-084-001	02		
N08431A0	084	31	1.84 EPR	10000 LBS/HR	100 % RPM	MAX PWR		C-18A	29 DEC 88	FA-084-001	06		
N08504A0	085	04	96 % N1	818 C EGT	1719 LBS/HR	MIL PWR		C-21A	29 OCT 85	CY-085-001	05		
N08513A0	085	13	60 % N1	560 C EGT	520 LBS/HR	IDLE		C-21A	29 OCT 85	CY-085-001	01		
N08517A0	085	17	90 % N1	750 C EGT	1359 LBS/HR	90 % RPM	ENG RUNUP	C-21A	29 OCT 85	CY-085-001	04		
N08519A0	085	19	80 % N1	683 C EGT	984 LBS/HR	80 % RPM	ENG RUNUP	C-21A	29 OCT 85	CY-085-001	03		
N08521A0	085	21	70 % N1	623 C EGT	736 LBS/HR	70 % RPM	ENG RUNUP	C-21A	29 OCT 85	CY-085-001	02		
N08604A0	086	04	90 % N1	780 C EGT	7900 LBS/HR	MIL PWR		KC-135R	15 MAR 90	CZ-086-001	05		
N08613A0	086	13	18.9 % N1	490 C EGT	650 LBS/HR	IDLE		KC-135R	15 MAR 90	CZ-086-001	01		
N08619A0	086	19	80 % N1	678 C EGT	5600 LBS/HR	80 % RPM	ENG RUNUP	KC-135R	15 MAR 90	CZ-086-001	04		
N08621A0	086	21	70 % N1	591 C EGT	4000 LBS/HR	70 % RPM	ENG RUNUP	KC-135R	15 MAR 90	CZ-086-001	03		
N08623A0	086	23	60 % N1	540 C EGT	3000 LBS/HR	60 % RPM	ENG RUNUP	KC-135R	15 MAR 90	CZ-086-001	02		
N13004A0	130	04	99 % NC	650 C EGT	8000 LBS/HR	MIL PWR		A-4	26 MAY 76	74-004-001	03		
N13013A0	130	13	57 % NC	250 C EGT	800 LBS/HR	IDLE		A-4	26 MAY 76	74-004-001	01		
N13020A0	130	20	75 % NC	300 C EGT	1500 LBS/HR	75 % RPM	ENG RUNUP	A-4	26 MAY 76	74-004-001	02		

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SUMMARY OF GROUND RUNUP DATA IN NOISEFILE 6.1

COMDECK	NAME	ACC	OPC	----POWER SETTING VALUES AND UNITS----	THIRD	OPERATION POWER DESCRIPTION	NOISE SOURCE/SUBJECT FIRST LINE	DATE OF OMEGA 8 RUN	TEST	RUN
				FIRST	SECOND					
N13103A0	131	03	100	% RPM	630 C EGT	44500 LBS/HR	AIRCRAFT	31 OCT 75	74-004-002	04
N13104A0	131	04	100	% RPM	630 C EGT	7800 LBS/HR	AIRCRAFT	31 OCT 75	74-004-002	03
N13113A0	131	13	65	% RPM	400 C EGT	1000 LBS/HR	AIRCRAFT	31 OCT 75	74-004-002	01
N13119A0	131	19	80	% RPM	375 C EGT	2000 LBS/HR	AIRCRAFT	31 OCT 75	74-004-002	02
N13204A0	132	04	99	% RPM	650 C EGT	8000 LBS/HR	AIRCRAFT	31 OCT 75	74-004-003	03
N13213A0	132	13	60	% RPM	250 C EGT	800 LBS/HR	AIRCRAFT	31 OCT 75	74-004-003	01
N13220A0	132	20	75	% RPM	300 C EGT	1500 LBS/HR	AIRCRAFT	31 OCT 75	74-004-003	02
N13306A0	133	06	94	% NC	9000 LBS/HR	590 C TOT	AIRCRAFT	04 NOV 75	74-004-004	04
N13313A0	133	13	55	% NC	1200 LBS/HR	432 C TOT	AIRCRAFT	04 NOV 75	74-004-004	01
N13318A0	133	18	85	% NC	3700 LBS/HR	400 C TOT	AIRCRAFT	04 NOV 75	74-004-004	03
N13321A0	133	21	70	% NC	1550 LBS/HR	422 C TOT	AIRCRAFT	04 NOV 75	74-004-004	02
N13331A0	133	31	99.5	% NC	8200 LBS/HR	574 C TOT	AIRCRAFT	07 APR 76	74-004-012	01
N13413A0	134	13	27	% RPM	325 C EGT	1200 LBS/HR	AIRCRAFT	06 NOV 75	74-004-005	01
N13424A0	134	24	55	% RPM	350 C EGT	2820 LBS/HR	AIRCRAFT	06 NOV 75	74-004-005	02
N13426A0	134	26	98	% RPM	680 C EGT	12360 LBS/HR	AIRCRAFT	06 NOV 75	74-004-005	03
N13602A0	136	02	102	% NC	1180 C TIT	MAX PWR ZONE 3 A/B	AIRCRAFT	03 NOV 75	74-004-006	04
N13604A0	136	04	102	% NC	1180 C TIT	MIL PWR	AIRCRAFT	03 NOV 75	74-004-006	03
N13613A0	136	13	70	% NC	590 C TIT	IDLE	AIRCRAFT	03 NOV 75	74-004-006	01
N13619A0	136	19	80	% NC	630 C TIT	80 % RPM ENG RUNUP	AIRCRAFT	03 NOV 75	74-004-006	02
N13709A0	137	09	1850	SHP	775 C TIT	POWER RUNUP	AIRCRAFT	12 MAY 76	74-004-007	03
N13713A0	137	13	170	SHP	611 C TIT	IDLE	AIRCRAFT	07 NOV 75	74-004-007	01
N13730A0	137	30	3800	SHP	965 C TIT	TAKEOFF PWR	AIRCRAFT	07 NOV 75	74-004-007	02
N13811A0	138	11	64.7	% NC	1800 RPM NF	LOW IDLE	AIRCRAFT	07 NOV 75	74-004-008	01
N13812A0	138	12	73	% NC	2600 RPM NF	HIGH IDLE	AIRCRAFT	07 NOV 75	74-004-008	02
N13827A0	138	27	93	% NC	6300 RPM NF	T5 DISABLE	AIRCRAFT	07 NOV 75	74-004-008	03
N13831A0	138	31	96	% NC	6600 RPM NF	MAX PWR	AIRCRAFT	07 NOV 75	74-004-008	04
N13913A0	139	13	50	% RPM	550 C EGT	IDLE	AIRCRAFT	07 NOV 75	74-004-009	01
N13921A0	139	21	70	% RPM	596 C EGT	70 % RPM ENG RUNUP	AIRCRAFT	07 MAY 76	74-004-009	03
N13931A0	139	31	100	% RPM	665 C EGT	MAX PWR	AIRCRAFT	07 NOV 75	74-004-009	02
N14005A0	140	05	95	% RPM	11400 LBS/HR	MAX CONT PWR	AV-8B AIRCRAFT	07 MAR 83	BY-001-001	05
N14013A0	140	13	27	% RPM	1200 LBS/HR	IDLE	AV-8B AIRCRAFT	07 MAR 83	BY-001-001	01
N14018A0	140	18	85	% RPM	7920 LBS/HR	85 % RPM ENG RUNUP	AV-8B AIRCRAFT	07 MAR 83	BY-001-001	04
N14021A0	140	21	70	% RPM	4800 LBS/HR	70 % RPM ENG RUNUP	AV-8B AIRCRAFT	07 MAR 83	BY-001-001	03
N14024A0	140	24	55	% RPM	2880 LBS/HR	55 % RPM ENG RUNUP	AV-8B AIRCRAFT	07 MAR 83	BY-001-001	02
N50708A0	507	08	2050	RPM	27.5 IN MAP	MAGNETO CHECK	AIRCRAFT	21 MAY 76	76-507-001	02
N50713A0	507	13	800	RPM	13 IN MAP	IDLE	AIRCRAFT	21 MAY 76	76-507-001	01
N50715A0	507	15	1000	RPM	24 IN MAP	TAXI	AIRCRAFT	21 MAY 76	76-507-002	01
N50730A0	507	30	2800	RPM	62 IN MAP	TAKEOFF PWR	AIRCRAFT	21 MAY 76	76-507-001	03
N50804A0	508	04	100	% RPM	1.93 EPR	MIL PWR	AIRCRAFT	25 MAY 76	76-508-001	04
N50813A0	508	13	41	% RPM	1.03 EPR	IDLE	AIRCRAFT	25 MAY 76	76-508-001	01
N50818A0	508	18	85	% RPM	1.46 EPR	85 % RPM ENG RUNUP	AIRCRAFT	25 MAY 76	76-508-001	03
N50820A0	508	20	75	% RPM	1.25 EPR	75 % RPM ENG RUNUP	AIRCRAFT	25 MAY 76	76-508-001	02

SUMMARY OF GROUND RUNUP DATA IN NOISEFILE 6.1

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COMDECK			-----POWER SETTING VALUES AND UNITS-----					OPERATION POWER		NOISE SOURCE/SUBJECT		DATE OF		TEST		RUN
NAME	ACC	OPC	FIRST	SECOND	THIRD	DESCRIPTION		FIRST LINE	OMEGA 8 RUN	TEST	RUN					
N50903A0	509	03	100 % RPM			MAX PWR A/B		F-5A,B	AIRCRAFT	13 APR 76	74-509-039	04				04
N50904A0	509	04	100 % RPM			MIL PWR		F-5A,B	AIRCRAFT	13 APR 76	74-509-039	03				03
N50913A0	509	13	50 % RPM			IDLE		F-5A,B	AIRCRAFT	13 APR 76	74-509-039	01				01
N50919A0	509	19	80 % RPM			80 % RPM ENG RUNUP		F-5A,B	AIRCRAFT	13 APR 76	74-509-039	02				02
N51102A0	511	02	95 % NC			MAX PWR ZONE 3 A/B		F-111D	AIRCRAFT	14 APR 76	74-511-001	05				05
N51104A0	511	04	95 % NC			MIL PWR		F-111D	AIRCRAFT	14 APR 76	74-511-001	04				04
N51113A0	511	13	65 % NC			IDLE		F-111D	AIRCRAFT	14 APR 76	74-511-001	01				01
N51118A0	511	18	85 % NC			85 % RPM ENG RUNUP		F-111D	AIRCRAFT	14 APR 76	74-511-001	03				03
N51119A0	511	19	80 % NC			80 % RPM ENG RUNUP		F-111D	AIRCRAFT	14 APR 76	74-511-001	02				02
N51304A0	513	04	97 % RPM			MIL PWR		A-3	AIRCRAFT	02 JUN 76	76-513-001	03				03
N51313A0	513	13	53 % RPM			IDLE		A-3	AIRCRAFT	02 JUN 76	76-513-001	01				01
N51321A0	513	21	70 % RPM			70 % RPM ENG RUNUP		A-3	AIRCRAFT	02 JUN 76	76-513-001	02				02
N51608A0	516	08	2050 RPM	27.5 IN MAP		MAGNETO CHECK		T-29	AIRCRAFT	24 MAY 76	76-516-001	02				02
N51613A0	516	13	800 RPM	13 IN MAP		IDLE		T-29	AIRCRAFT	24 MAY 76	76-516-001	01				01
N51615A0	516	15	1000 RPM	24 IN MAP		TAXI		T-29	AIRCRAFT	25 MAY 76	76-516-002	01				01
N51630A0	516	30	2800 RPM	62 IN MAP		TAKEOFF PWR		T-29	AIRCRAFT	24 MAY 76	76-516-001	03				03
N51703A0	517	03	80 % NC			MAX PWR A/B		SR-71	AIRCRAFT	26 APR 76	76-517-001	09				09
N51704A0	517	04	70 % NC			MIL PWR		SR-71	AIRCRAFT	26 APR 76	76-517-001	07				07
N51713A0	517	13	20 % NC			IDLE		SR-71	AIRCRAFT	26 APR 76	76-517-001	04				04
N51725A0	517	25	50 % NC			50 % RPM ENG RUNUP		SR-71	AIRCRAFT	26 APR 76	76-517-001	06				06
N51742A0	517	42	75 % NC			MIN PWR A/B		SR-71	AIRCRAFT	26 APR 76	76-517-001	08				08
N51743A0	517	43	30 % NC			30 % RPM ENG RUNUP		SR-71	AIRCRAFT	26 APR 76	76-517-001	05				05
N51804A0	518	04	100 % RPM			MIL PWR		U-2	AIRCRAFT	27 APR 76	76-518-001	03				03
N51813A0	518	13	68 % RPM			IDLE		U-2	AIRCRAFT	27 APR 76	76-518-001	01				01
N51818A0	518	18	85 % RPM			85 % RPM ENG RUNUP		U-2	AIRCRAFT	27 APR 76	76-518-001	02				02
N51913A0	519	13	61 % RPM	300 C EGT	1.05 EPR	IDLE		B-52B,C,D,E	AIRCRAFT	13 DEC 76	76-519-001	01				01
N51917A0	519	17	90 % RPM	520 C EGT	2.04 EPR	90 % RPM ENG RUNUP		B-52B,C,D,E	AIRCRAFT	13 DEC 76	76-519-001	03				03
N51919A0	519	19	80 % RPM	340 C EGT	1.35 EPR	80 % RPM ENG RUNUP		B-52B,C,D,E	AIRCRAFT	13 DEC 76	76-519-001	02				02
N51931A0	519	31	94 % RPM	580 C EGT	2.45 EPR	MAX PWR		B-52B,C,D,E	AIRCRAFT	13 DEC 76	76-519-001	04				04
N52009A0	520	09	9600 IN-LBS	775 C TIT	1400 LBS/HR	POWER RUNUP		C-130A,D	AIRCRAFT	13 DEC 76	76-520-001	03				03
N52011A0	520	11	800 IN-LBS	625 C TIT	650 LBS/HR	LOW IDLE		C-130A,D	AIRCRAFT	13 DEC 76	76-520-001	01				01
N52013A0	520	13	1400 IN-LBS	560 C TIT	780 LBS/HR	IDLE		C-130A,D	AIRCRAFT	13 DEC 76	76-520-001	02				02
N52030A0	520	30	16800 IN-LBS	970 C TIT	2000 LBS/HR	TAKEOFF PWR		C-130A,D	AIRCRAFT	13 DEC 76	76-520-001	04				04
N52109A0	521	09	9600 IN-LBS	775 C TIT	1400 LBS/HR	POWER RUNUP		C-130H,N,P	AIRCRAFT	14 DEC 76	76-521-001	03				03
N52111A0	521	11	800 IN-LBS	625 C TIT	650 LBS/HR	LOW IDLE		C-130H,N,P	AIRCRAFT	14 DEC 76	76-521-001	01				01
N52113A0	521	13	1400 IN-LBS	560 C TIT	780 LBS/HR	IDLE		C-130H,N,P	AIRCRAFT	14 DEC 76	76-521-001	02				02
N52130A0	521	30	16800 IN-LBS	970 C TIT	2000 LBS/HR	TAKEOFF PWR		C-130H,N,P	AIRCRAFT	14 DEC 76	76-521-001	04				04
N52703A0	527	03	100 % RPM			MAX PWR A/B		F-8	AIRCRAFT	26 OCT 77	77-527-002	02				02
N52704A0	527	04	97 % RPM			MIL PWR		F-8	AIRCRAFT	26 OCT 77	77-527-002	01				01
N52713A0	527	13	53 % RPM			IDLE		F-8	AIRCRAFT	26 OCT 77	77-527-001	01				01
N52721A0	527	21	70 % RPM			70 % RPM ENG RUNUP		F-8	AIRCRAFT	26 OCT 77	77-527-001	02				02

SUMMARY OF GROUND RUNUP DATA IN NOISEFILE 6.1

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COMDECK				----POWER SETTING VALUES AND UNITS-----				OPERATION POWER		NOISE SOURCE/SUBJECT		DATE OF		TEST		RUN
NAME	ACC	OPC	FIRST	SECOND	THIRD	DESCRIPTION		DESCRIPTION		FIRST LINE		OMEGA	8	TEST		
N70203A0	702	03	99 % RPM	650 C EGT	7000 LBS/HR	MAX PWR A/B		MIL PWR		HUSH HOUSE (F-4 A/C)		15	MAR 90	BF-702-001	04	
N70204A0	702	04	99 % RPM	650 C EGT	7000 LBS/HR	MIL PWR		MIL PWR		HUSH HOUSE (F-4 A/C)		15	MAR 90	BF-702-001	03	
N70213A0	702	13	65 % RPM	380 C EGT	1100 LBS/HR	IDLE		IDLE		HUSH HOUSE (F-4 A/C)		15	MAR 90	BF-702-001	01	
N70218A0	702	18	85 % RPM	440 C EGT	3000 LBS/HR	85 % RPM ENG RUNUP		85 % RPM ENG RUNUP		HUSH HOUSE (F-4 A/C)		15	MAR 90	BF-702-001	02	
N70403A0	704	03	92 % RPM	37000 LBS/HR	915 C TIT	MAX PWR A/B		MAX PWR A/B		HUSH HOUSE (F-15 A/C)		15	MAR 90	BF-704-001	04	
N70404A0	704	04	92 % RPM	8700 LBS/HR	915 C TIT	MIL PWR		MIL PWR		HUSH HOUSE (F-15 A/C)		15	MAR 90	BF-704-001	03	
N70413A0	704	13	68 % RPM	1100 LBS/HR	420 C TIT	IDLE		IDLE		HUSH HOUSE (F-15 A/C)		15	MAR 90	BF-704-001	01	
N70419A0	704	19	80 % RPM	4600 LBS/HR	815 C TIT	80 % RPM ENG RUNUP		80 % RPM ENG RUNUP		HUSH HOUSE (F-15 A/C)		15	MAR 90	BF-704-001	02	
N70503A0	705	03	92 % RPM	37300 LBS/HR	925 C TIT	MAX PWR A/B		MAX PWR A/B		HUSH HOUSE (F-16 A/C)		15	MAR 90	BF-705-001	04	
N70504A0	705	04	92 % RPM	7200 LBS/HR	925 C TIT	MIL PWR		MIL PWR		HUSH HOUSE (F-16 A/C)		15	MAR 90	BF-705-001	03	
N70513A0	705	13	68 % RPM	1000 LBS/HR	450 C TIT	IDLE		IDLE		HUSH HOUSE (F-16 A/C)		15	MAR 90	BF-705-001	01	
N70519A0	705	19	80 % RPM	4500 LBS/HR	820 C TIT	80 % RPM ENG RUNUP		80 % RPM ENG RUNUP		HUSH HOUSE (F-16 A/C)		15	MAR 90	BF-705-001	02	
N70603A0	706	03	103 % RPM	2.43 EPR	623 C EGT	MAX PWR A/B		MAX PWR A/B		HUSH HOUSE (F-105 A/C)		15	MAR 90	BF-706-001	03	
N70604A0	706	04	103 % RPM	2.35 EPR	614 C EGT	MIL PWR		MIL PWR		HUSH HOUSE (F-105 A/C)		15	MAR 90	BF-706-001	02	
N70617A0	706	17	90 % RPM	1.68 EPR		90 % RPM ENG RUNUP		90 % RPM ENG RUNUP		HUSH HOUSE (F-105 A/C)		15	MAR 90	BF-706-001	01	
N70703A0	707	03	100 % RPM	1.99 EPR	9000 LBS/HR	MAX PWR A/B		MAX PWR A/B		HUSH HOUSE (F-106 A/C)		15	MAR 90	BF-707-001	04	
N70704A0	707	04	100 % RPM	1.99 EPR	9000 LBS/HR	MIL PWR		MIL PWR		HUSH HOUSE (F-106 A/C)		15	MAR 90	BF-707-001	03	
N70716A0	707	16	95 % RPM	1.65 EPR	6000 LBS/HR	95 % RPM ENG RUNUP		95 % RPM ENG RUNUP		HUSH HOUSE (F-106 A/C)		15	MAR 90	BF-707-001	02	
N70718A0	707	18	85 % RPM	1.31 EPR	3100 LBS/HR	85 % RPM ENG RUNUP		85 % RPM ENG RUNUP		HUSH HOUSE (F-106 A/C)		15	MAR 90	BF-707-001	01	
N70803A0	708	03	96 % RPM	2.39 EPR	49800 LBS/HR	MAX PWR A/B		MAX PWR A/B		HUSH HOUSE (F-111F A/C)		15	MAR 90	BF-708-001	05	
N70804A0	708	04	96 % RPM	2.27 EPR	8200 LBS/HR	MIL PWR		MIL PWR		HUSH HOUSE (F-111F A/C)		15	MAR 90	BF-708-001	04	
N70816A0	708	16	95 % RPM	2.20 EPR	7800 LBS/HR	95 % RPM ENG RUNUP		95 % RPM ENG RUNUP		HUSH HOUSE (F-111F A/C)		15	MAR 90	BF-708-001	03	
N70818A0	708	18	85 % RPM	1.61 EPR	4100 LBS/HR	85 % RPM ENG RUNUP		85 % RPM ENG RUNUP		HUSH HOUSE (F-111F A/C)		15	MAR 90	BF-708-001	02	
N70819A0	708	19	80 % RPM	1.38 EPR	2700 LBS/HR	80 % RPM ENG RUNUP		80 % RPM ENG RUNUP		HUSH HOUSE (F-111F A/C)		15	MAR 90	BF-708-001	01	
N70903A0	709	03	100 % RPM	645 C TIT	2100 LBS/HR	MAX PWR A/B		MAX PWR A/B		HUSH HOUSE (T-38 A/C)		15	MAR 90	BF-709-001	03	
N70904A0	709	04	100 % RPM	645 C TIT	2100 LBS/HR	MIL PWR		MIL PWR		HUSH HOUSE (T-38 A/C)		15	MAR 90	BF-709-001	02	
N70919A0	709	19	80 % RPM	425 C TIT	900 LBS/HR	80 % RPM ENG RUNUP		80 % RPM ENG RUNUP		HUSH HOUSE (T-38 A/C)		15	MAR 90	BF-709-001	01	
N71104A0	711	04	99 % RPM	8903 LBS/HR	12854 LBS	MIL PWR		MIL PWR		HUSH HOUSE (TF41-A-1 ENG.)		15	MAR 90	BF-711-001	03	
N71105A0	711	05	95 % RPM	7409 LBS/HR	10992 LBS	MAX CONT PWR		MAX CONT PWR		HUSH HOUSE (TF41-A-1 ENG.)		15	MAR 90	BF-711-001	02	
N71118A0	711	18	85 % RPM	3401 LBS/HR	5118 LBS	85 % RPM ENG RUNUP		85 % RPM ENG RUNUP		HUSH HOUSE (TF41-A-1 ENG.)		15	MAR 90	BF-711-001	01	
N71204A0	712	04	100 % RPM	9720 LBS	8349 LBS/HR	MIL PWR		MIL PWR		HUSH HOUSE (J79-GE-15 ENG)		15	MAR 90	BF-712-001	02	
N71218A0	712	18	85 % RPM	3514 LBS	2980 LBS/HR	85 % RPM ENG RUNUP		85 % RPM ENG RUNUP		HUSH HOUSE (J79-GE-15 ENG)		15	MAR 90	BF-712-001	01	
N71403A0	714	03	92 % RPM	2.4 EPR	41593 LBS/HR	MAX PWR A/B		MAX PWR A/B		HUSH HOUSE (F100-PW-100)		15	MAR 90	BF-714-001	03	
N71404A0	714	04	92 % RPM	2.4 EPR	8582 LBS/HR	MIL PWR		MIL PWR		HUSH HOUSE (F100-PW-100)		15	MAR 90	BF-714-001	02	
N71419A0	714	19	80 % RPM	1.07 EPR	2774 LBS/HR	80 % RPM ENG RUNUP		80 % RPM ENG RUNUP		HUSH HOUSE (F100-PW-100)		15	MAR 90	BF-714-001	01	
N71603A0	716	03	103 % RPM	21753 LBS		MAX PWR A/B		MAX PWR A/B		HUSH HOUSE (J75-P-19 ENG.)		15	MAR 90	BF-716-001	03	
N71604A0	716	04	103 % RPM	14550 LBS		MIL PWR		MIL PWR		HUSH HOUSE (J75-P-19 ENG.)		15	MAR 90	BF-716-001	02	
N71617A0	716	17	91 % RPM	6446 LBS		90 % RPM ENG RUNUP		90 % RPM ENG RUNUP		HUSH HOUSE (J75-P-19 ENG.)		15	MAR 90	BF-716-001	01	

SUMMARY OF GROUND RUNUP DATA IN NOISEFILE 6.1

COMDECK

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-----POWER SETTING VALUES AND UNITS-----				OPERATION POWER		NOISE SOURCE/SUBJECT		DATE OF		TEST	RUN
NAME	ACC	OPC	FIRST	SECOND	THIRD	DESCRIPTION	FIRST LINE	OMEGA	8		
N71703A0	717	03	103 % RPM	19825 LBS		MAX PWR A/B	HUSH HOUSE (J75-P-17 ENG.)	15 MAR 90	BF-717-001	03	
N71704A0	717	04	103 % RPM	13260 LBS		MIL PWR	HUSH HOUSE (J75-P-17 ENG.)	15 MAR 90	BF-717-001	02	
N71717A0	717	17	90 % RPM	4630 LBS		90 % RPM ENG RUNUP	HUSH HOUSE (J75-P-17 ENG.)	15 MAR 90	BF-717-001	01	
N71803A0	718	03	96 % RPM			MAX PWR A/B	HUSH HOUSE (TF30-P-100)	15 MAR 90	BF-718-001	03	
N71804A0	718	04	96 % RPM			MIL PWR	HUSH HOUSE (TF30-P-100)	15 MAR 90	BF-718-001	02	
N71818A0	718	18	85 % RPM			85 % RPM ENG RUNUP	HUSH HOUSE (TF30-P-100)	15 MAR 90	BF-718-001	01	
N72619A0	726	19	80 % RPM	2200 LBS/HR	1-22 EPR	80 % RPM ENG RUNUP	KC-135A SUPP. (AF32A-52)	15 MAR 90	77-726-001	01	
N72631A0	726	31	96 % RPM	8550 LBS/HR	2-35 EPR	MAX PWR	KC-135A SUPP. (AF32A-52)	15 MAR 90	77-726-001	02	
N72649A0	726	49	96 % RPM	13000 LBS/HR	2-79 EPR	MAX PWR WET	KC-135A SUPP. (AF32A-52)	15 MAR 90	77-726-001	03	
N73003A0	730	03	97 % RPM			MAX PWR A/B	F-100 SUPP. (AF32A-16)	15 MAR 90	77-730-001	04	
N73004A0	730	04	97 % RPM			MIL PWR	F-100 SUPP. (AF32A-16)	15 MAR 90	77-730-001	03	
N73013A0	730	13	53 % RPM			IDLE	F-100 SUPP. (AF32A-16)	15 MAR 90	77-730-001	01	
N73021A0	730	21	70 % RPM			70 % RPM ENG RUNUP	F-100 SUPP. (AF32A-16)	15 MAR 90	77-730-001	02	
N73103A0	731	03	98.5 % RPM	660 C EGT		MAX PWR A/B	F-4 SUPP. (AF32A-14)	15 MAR 90	77-731-001	03	
N73104A0	731	04	98.5 % RPM	660 C EGT		MIL PWR	F-4 SUPP. (AF32A-14)	15 MAR 90	77-731-001	02	
N73118A0	731	18	85 % RPM	400 C EGT	2850 PPH FF	85 % RPM ENG RUNUP	F-4 SUPP. (AF32A-14)	15 MAR 90	77-731-001	01	
N73303A0	733	03	100 % RPM	635 C EGT	2100 PSI FF	MAX PWR A/B	T-38 SUPP. (AF32A-18)	15 MAR 90	77-733-001	05	
N73304A0	733	04	99.5 % RPM	635 C EGT	2100 PSI FF	MIL PWR	T-38 SUPP. (AF32A-18)	15 MAR 90	77-733-001	04	
N73309A0	733	09	94 % RPM	500 C EGT	1425 PSI FF	POWER RUNUP	T-38 SUPP. (AF32A-18)	15 MAR 90	77-733-001	03	
N73313A0	733	13	48 % RPM	517 C EGT	500 PSI FF	IDLE	T-38 SUPP. (AF32A-18)	15 MAR 90	77-733-001	01	
N73320A0	733	20	75 % RPM	405 C EGT	790 PSI FF	75 % RPM ENG RUNUP	T-38 SUPP. (AF32A-18)	15 MAR 90	77-733-001	02	
N73803A0	738	03	91 % N2	38000 LBS/HR	920 FTIT	MAX PWR A/B	F-16 SUPP. (AF32A-25)	15 MAR 90	79-738-001	04	
N73804A0	738	04	91 % N2	8150 LBS/HR	920 FTIT	MIL PWR	F-16 SUPP. (AF32A-25)	15 MAR 90	79-738-001	03	
N73813A0	738	13	65 % N2	850 LBS/HR	440 FTIT	IDLE	F-16 SUPP. (AF32A-25)	15 MAR 90	79-738-001	01	
N73819A0	738	19	80 % N2	3600 LBS/HR	650 FTIT	80 % RPM ENG RUNUP	F-16 SUPP. (AF32A-25)	15 MAR 90	79-738-001	02	
N74603A0	746	03	101 % RPM	670 C EGT	8000 PPH FF	MAX PWR A/B	F-5 SUPP. (AF32A-18)	15 MAR 90	77-746-001	03	
N74604A0	746	04	101 % RPM	670 C EGT	3500 PPH FF	MIL PWR	F-5 SUPP. (AF32A-18)	15 MAR 90	77-746-001	02	
N74619A0	746	19	80 % RPM	400 C EGT		80 % RPM ENG RUNUP	F-5 SUPP. (AF32A-18)	15 MAR 90	77-746-001	01	
N76103A0	761	03	91 % RPM	940 C TIT	36900 PPH FF	MAX PWR A/B	F-15 SUPP. (AF32A-23)	15 MAR 90	77-761-001	03	
N76104A0	761	04	91 % RPM	940 C TIT	7200 PPH FF	MIL PWR	F-15 SUPP. (AF32A-23)	15 MAR 90	77-761-001	02	
N76119A0	761	19	80 % RPM	690 C TIT	3200 PPH FF	80 % RPM ENG RUNUP	F-15 SUPP. (AF32A-23)	15 MAR 90	77-761-001	01	
N77803A0	778	03	100 % RPM	2.18 EPR		MAX PWR A/B	F-106 SUPP. (AF32A-17)	15 MAR 90	77-778-001	05	
N77804A0	778	04	100 % RPM	2.18 EPR	10500 LBS/HR	MIL PWR	F-106 SUPP. (AF32A-17)	15 MAR 90	77-778-001	04	
N77813A0	778	13	59 % RPM	1.2 EPR	1600 LBS/HR	IDLE	F-106 SUPP. (AF32A-17)	15 MAR 90	77-778-001	01	
N77816A0	778	16	95 % RPM	2.0 EPR	10000 LBS/HR	95 % RPM ENG RUNUP	F-106 SUPP. (AF32A-17)	15 MAR 90	77-778-001	03	
N77818A0	778	18	85 % RPM	1.85 EPR	2400 LBS/HR	85 % RPM ENG RUNUP	F-106 SUPP. (AF32A-17)	15 MAR 90	77-778-001	02	
N77901A0	779	01	96.1 % N2	1104 C TIT	33800 LBS/HR	MAX PWR ZONE 5 A/B	F-111A SUPP. (AF32A-13)	15 MAR 90	78-779-001	05	
N77902A0	779	02	96.4 % N2	1094 C TIT	20200 LBS/HR	MAX PWR ZONE 3 A/B	F-111A SUPP. (AF32A-13)	15 MAR 90	78-779-001	04	
N77904A0	779	04	96.5 % N2	1086 C TIT	5900 LBS/HR	MIL PWR	F-111A SUPP. (AF32A-13)	15 MAR 90	78-779-001	03	
N77913A0	779	13	66.9 % N2	558 C TIT	900 LBS/HR	IDLE	F-111A SUPP. (AF32A-13)	15 MAR 90	78-779-001	01	
N77920A0	779	20	75 % N2	726 C TIT	1500 LBS/HR	75 % RPM ENG RUNUP	F-111A SUPP. (AF32A-13)	15 MAR 90	78-779-001	02	

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SUMMARY OF GROUND RUNUP DATA IN NOISEFILE 6.1

COMDECK				-----POWER SETTING VALUES AND UNITS-----			OPERATION POWER		NOISE SOURCE/SUBJECT		DATE OF		TEST		RUN	
NAME	ACC	OPC		FIRST	SECOND	THIRD	DESCRIPTION	MIL PWR	FIRST LINE	OMEGA 8	RUN	OMEGA 8	RUN	TEST	RUN	
N83304A0	833	04		96 % RPM	8000 LBS/HR		IDLE		A-7 SUPP. (AF32A-19)	15 MAR 90	04	15 MAR 90	04	77-833-001	04	
N83313A0	833	13		55 % RPM	1000 LBS/HR		85 % RPM ENG RUNUP		A-7 SUPP. (AF32A-19)	15 MAR 90	01	15 MAR 90	01	77-833-001	01	
N83318A0	833	18		85 % RPM	3200 LBS/HR		70 % RPM ENG RUNUP		A-7 SUPP. (AF32A-19)	15 MAR 90	03	15 MAR 90	03	77-833-001	03	
N83321A0	833	21		70 % RPM	1500 LBS/HR				A-7 SUPP. (AF32A-19)	15 MAR 90	02	15 MAR 90	02	77-833-001	02	
N83404A0	834	04		97.7 % RPM	9000 LBS/HR	572 C EGT	MIL PWR		A-7 SUPP. (AF32A-24)	15 MAR 90	04	15 MAR 90	04	78-834-001	04	
N83409A0	834	09		70 % RPM	1600 LBS/HR	416 C EGT	POWER RUNUP		A-7 SUPP. (AF32A-24)	15 MAR 90	02	15 MAR 90	02	78-834-001	02	
N83413A0	834	13		54.4 % RPM	1000 LBS/HR	438 C EGT	IDLE		A-7 SUPP. (AF32A-24)	15 MAR 90	01	15 MAR 90	01	78-834-001	01	
N83418A0	834	18		85.6 % RPM	3700 LBS/HR	400 C EGT	85 % RPM ENG RUNUP		A-7 SUPP. (AF32A-24)	15 MAR 90	03	15 MAR 90	03	78-834-001	03	
N85113A0	851	13		10 % SLTT	23 % NF		IDLE		L-1011-1	10 APR 80	04	10 APR 80	04	AV-851-001	04	
N85118A0	851	18		80 % SLTT	85 % NF		85 % RPM ENG RUNUP		L-1011-1	10 APR 80	01	10 APR 80	01	AV-851-001	01	
N85119A0	851	19		65 % SLTT	81 % NF		80 % RPM ENG RUNUP		L-1011-1	10 APR 80	02	10 APR 80	02	AV-851-001	02	
N85122A0	851	22		40 % SLTT	67 % NF		65 % RPM ENG RUNUP		L-1011-1	10 APR 80	03	10 APR 80	03	AV-851-001	03	
N99103A0	991	03		100 % RPM			MAX PWR A/B		GRADE I SUPPRESSORS	19 MAY 78	01	19 MAY 78	01	76-991-001	01	
N99203A0	992	03		100 % RPM			MAX PWR A/B		GRADE II SUPPRESSORS	19 MAY 78	01	19 MAY 78	01	76-992-001	01	
N99303A0	993	03		100 % RPM			MAX PWR A/B		GRADE III SUPPRESSORS	19 MAY 78	01	19 MAY 78	01	76-993-001	01	

END OF DATA FILE. NUMBER OF NORMALIZED DATA DECKS= 381

SUMMARY OF FLYOVER DATA IN ROUTEFILE 6.1

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COMDECK NAME	ACC	OPC	POWER SETTING	VALUE&UNITS	OPERATION POWER	AIRCRAFT NAME	SLANT RANGE	AIR SPEED	DRAG CONFIGURATION	DATE OF
			FIRST	SECOND	DESCRIPTION					
N003031A0	003	03	1.83 EPR		TAKEOFF POWER	E-3A	1000 FT	250 KTS	GEAR DOWN, 50 DEG FLAPS	OMEGA 6 RUN
N003051A0	003	05	1.45 EPR		APPROACH POWER	E-3A	1000 FT	250 KTS	GEAR DOWN, 50 DEG FLAPS	27 DEC 79
N003061A0	003	06	1.50 EPR		INTERMEDIATE POWER	E-3A	1000 FT	250 KTS	GEAR DOWN, SPEED BRAKE	27 DEC 79
N003131A0	003	13	1.12 EPR		TRAFFIC PATTERN	E-3A	1000 FT	250 KTS	NO DRAG	27 DEC 79
N005031A0	005	03	110.0 % N1	866 C EGT	TAKEOFF POWER	KC-10A	1000 FT	230 KTS	TAKEOFF POWER	19 MAR 87
N005051A0	005	05	79.0 % N1	604 C EGT	APPROACH POWER	KC-10A	1000 FT	165 KTS	APPROACH	19 MAR 87
N005061A0	005	06	90.2 % N1	695 C EGT	INTERMEDIATE POWER	KC-10A	1000 FT	210 KTS	INTERMEDIATE	19 MAR 87
N005131A0	005	13	60.0 % N1	478 C EGT	TRAFFIC PATTERN	KC-10A	1000 FT	200 KTS	TRAFFIC PATTERN	19 MAR 87
N005141A0	005	14	100.0 % N1	780 C EGT	INTERMED POWER (MIL)	KC-10A	1000 FT	230 KTS	INTERMED (MIL)	19 MAR 87
N006031A0	006	03	970 C TIT	16800 IN-LBS	TAKEOFF POWER	C-130	1000 FT	170 KTS	EST. FROM ACT. TAKEOFF	27 DEC 79
N006051A0	006	05	580 C TIT	4000 IN-LBS	APPROACH POWER	C-130	1000 FT	140 KTS	EST. FROM ACT. LANDING	27 DEC 79
N007011B0	007	01	101.5 % NC	10030 LBS/HR	AFTERBURNER POWER	F-18	1000 FT	250 KTS	NO DRAG	08 FEB 80
N007031B0	007	03	101 % NC	9000 LBS/HR	TAKEOFF POWER	F-18	1000 FT	250 KTS	NO DRAG	08 FEB 80
N007051B0	007	05	86 % NC	4250 LBS/HR	APPROACH POWER	F-18	1000 FT	250 KTS	FULL DRAG	08 FEB 80
N007131B0	007	13	68 % NC	2097 LBS/HR	TRAFFIC PATTERN	F-18	1000 FT	250 KTS	NO DRAG	08 FEB 80
N014031A0	014	03	3772 NF		TAKEOFF POWER	YC-14	1000 FT	120 KTS	FLAPS 20, GEAR UP	28 FEB 83
N014041A0	014	04	2468 NF		CRUISE POWER	YC-14	1000 FT	250 KTS	NO DRAG	28 FEB 83
N014051A0	014	05	2068 NF		APPROACH POWER	YC-14	1000 FT	85 KTS	FLAPS 45, GEAR DOWN	28 FEB 83
N014131A0	014	13	2605 NF		TRAFFIC PATTERN	YC-14	1000 FT	150 KTS	FLAPS 30, GEAR DOWN	28 FEB 83
N014151A0	014	15	3640 NF		STOL TAKEOFF	YC-14	1000 FT	110 KTS	FLAPS 30, GEAR UP	28 FEB 83
N014161A0	014	16	2118 NF		STOL APPROACH	YC-14	1000 FT	80 KTS	FLAPS 60, GEAR DOWN	28 FEB 83
N015031A0	015	03	2.25 EPR	99 % NF	TAKEOFF POWER	YC-15	1000 FT	120 KTS	CTOL TAKEOFF	28 FEB 83
N015051A0	015	05	1.56 EPR	89 % NF	APPROACH POWER	YC-15	1000 FT	85 KTS	CTOL APPROACH	28 FEB 83
N015061A0	015	06	1.4 EPR	86 % NF	INTERMEDIATE POWER	YC-15	1000 FT	150 KTS	INTERMEDIATE - CLEAN	28 FEB 83
N015131A0	015	13	1.45 EPR	77 % NF	TRAFFIC PATTERN	YC-15	1000 FT	150 KTS	TRAFFIC PATTERN DOWNWIND	28 FEB 83
N015151A0	015	15	2.23 EPR	98.5 % NF	STOL TAKEOFF	YC-15	1000 FT	110 KTS	STOL TAKEOFF	28 FEB 83
N015161A0	015	16	1.55 EPR	88.5 % NF	STOL APPROACH	YC-15	1000 FT	80 KTS	42 DEG FLAPS, GEAR DOWN	28 FEB 83
N022031A0	022	03	4.9 EPR	93 % NF	TAKEOFF POWER	C-5A	1000 FT	185 KTS	GEAR DOWN, 40% FLAPS	08 JAN 90
N022041A0	022	04	2.48 EPR	68 % NF	CRUISE POWER	C-5A	1000 FT	250 KTS	NO DRAG	08 JAN 90
N022051A0	022	05	2.99 EPR	68 % NF	APPROACH POWER	C-5A	1000 FT	150 KTS	GEAR DOWN, 100% FLAPS	08 JAN 90
N022061A0	022	06	3.38 EPR	75 % NF	INTERMEDIATE POWER	C-5A	1000 FT	130 KTS	GEAR DOWN, 100% FLAPS	08 JAN 90
N022131A0	022	13	3.07 EPR	71 % NF	TRAFFIC PATTERN	C-5A	1000 FT	165 KTS	GEAR DOWN, 40% FLAPS	08 JAN 90
N022141A0	022	14	4.0 EPR	80 % NF	INTERMED POWER (MTL)	C-5A	1000 FT	185 KTS	GEAR DOWN, 40% FLAPS	08 JAN 90
N024031A0	024	03	99 % RPM		TAKEOFF POWER	T-37	1000 FT	170 KTS	FLAPS DN, GEAR DN	27 DEC 79
N024041A0	024	04	90 % RPM		CRUISE POWER	T-37	1000 FT	225 KTS	NO DRAG	27 DEC 79
N024051A0	024	05	80 % RPM		APPROACH POWER	T-37	1000 FT	105 KTS	FLAPS DN, GEAR DN	27 DEC 79
N025031A0	025	03	100 % RPM	1.8 EPR	TAKEOFF POWER	C-135B	1000 FT	250 KTS	20 DEGREES FLAPS	27 DEC 79
N025041A0	025	04	76 % RPM	1.09 EPR	CRUISE POWER	C-135B	1000 FT	300 KTS	NO DRAG	27 DEC 79
N025051A0	025	05	90 % RPM	1.29 EPR	APPROACH POWER	C-135B	1000 FT	160 KTS	50 DEGREES FLAPS, GEAR DN	27 DEC 79
N026021A0	026	02	96 % RPM	2.85 EPR	TAKEOFF POWER WET	C-135A	1000 FT	200 KTS	FLAPS 20, GEAR UP	27 DEC 79
N026031A0	026	03	96 % RPM	2.45 EPR	TAKEOFF POWER	C-135A	1000 FT	199 KTS	FLAPS 50, GEAR DN	27 DEC 79
N026041A0	026	04	86 % RPM	1.50 EPR	CRUISE POWER	C-135A	1000 FT	300 KTS	NO DRAG	27 DEC 79
N026051A0	026	05	90 % RPM	1.75 EPR	APPROACH POWER	C-135A	1000 FT	160 KTS	FLAPS 40, GEAR UP	27 DEC 79
N026211A0	026	21	86 % RPM		TRAINING ROUTE	C-135A	1000 FT	250 KTS	TRAINING ROUTE	10 FEB 89

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SUMMARY OF FLYOVER DATA IN ROUTEFIL 6.1

COMDECK NAME	ACC	OPC	POWER SETTING		VALUE&UNITS	OPERATION POWER DESCRIPTION	AIRCRAFT NAME	SLANT		AIR SPEED	DRAG CONFIGURATION	DATE OF OMEGA 6 RUN
			FIRST	SECOND				RANGE	FT			
N027031B0	027	03	96 % RPM	1.90 EPR		TAKEOFF POWER	C-141	1000 FT	250 KTS	NO DRAG		27 DEC 79
N027041B0	027	04	85 % RPM	1.52 EPR		CRUISE POWER	C-141	1000 FT	300 KTS	NO DRAG		27 DEC 79
N027051B0	027	05	68 % RPM	1.20 EPR		APPROACH POWER	C-141	1000 FT	140 KTS	FLAPS DN, GEAR UP		27 DEC 79
N027061B0	027	06	68 % RPM	1.20 EPR		INTERMEDIATE POWER	C-141	1000 FT	140 KTS	NO DRAG		27 DEC 79
N027121B0	027	12	91 % RPM	1.72 EPR		NORMAL RATED THRUST	C-141	1000 FT	250 KTS	NO DRAG		27 DEC 79
N027211B0	027	21	80 % RPM	1.40 EPR		TRAINING ROUTE	C-141	1000 FT	200 KTS	TRAINING ROUTE		10 FEB 89
N028031A0	028	03	60 IN HG	2800 RPM		TAKEOFF POWER	C-131	1000 FT	140 KTS	FLAPS UP, GEAR DOWN		19 DEC 79
N028041A0	028	04	32 IN HG	2000 RPM		CRUISE POWER	C-131	1000 FT	180 KTS	NO DRAG		19 DEC 79
N028051A0	028	05	27 IN HG	2400 RPM		APPROACH POWER	C-131	1000 FT	120 KTS	FLAPS 17DEG, GEAR UP		19 DEC 79
N029031A0	029	03	100 % RPM			TAKEOFF POWER	T-33	1000 FT	200 KTS	SPEED BRAKE ON		19 DEC 79
N029041A0	029	04	90 % RPM			CRUISE POWER	T-33	1000 FT	300 KTS	NO DRAG		19 DEC 79
N029051A0	029	05	80 % RPM			APPROACH POWER	T-33	1000 FT	125 KTS	NO DRAG		19 DEC 79
N030011A0	030	01	95 % RPM	2.05 EPR		AFTERBURNER POWER	F-100	1000 FT	300 KTS	NO DRAG		27 DEC 79
N030031A0	030	03	94.5 % RPM	2.0 EPR		TAKEOFF POWER	F-100	1000 FT	299 KTS	NO DRAG		27 DEC 79
N030041A0	030	04	92.3 % RPM	1.75 EPR		CRUISE POWER	F-100	1000 FT	370 KTS	NO DRAG		27 DEC 79
N030051A0	030	05	89 % RPM	1.38 EPR		APPROACH POWER	F-100	1000 FT	200 KTS	EST. F-101 -3.2DB		27 DEC 79
N031011A0	031	01	100 % RPM			AFTERBURNER POWER	F-4	1000 FT	300 KTS	SPEED BRAKE OUT		30 MAR 88
N031031A0	031	03	100 % RPM			TAKEOFF POWER	F-4	1000 FT	299 KTS	SPEED BRAKE OUT		30 MAR 88
N031051A0	031	05	87 % RPM			APPROACH POWER	F-4	1000 FT	190 KTS	FLAPS DOWN, GEAR DOWN		30 MAR 88
N031131A0	031	13	86.5 % RPM			TRAFFIC PATTERN	F-4	1000 FT	200 KTS	TRAFFIC PATTERN		30 MAR 88
N031211A0	031	21	98 % RPM			TRAINING ROUTE	F-4	1000 FT	550 KTS	TRAINING ROUTE		10 FEB 89
N032031A0	032	03	100 % RPM	1.94 EPR		TAKEOFF POWER	T-39	1000 FT	180 KTS	NO DRAG		27 DEC 79
N032041A0	032	04	89 % RPM	1.66 EPR		CRUISE POWER	T-39	1000 FT	250 KTS	NO DRAG		27 DEC 79
N032051A0	032	05	79.5 % RPM	1.37 EPR		APPROACH POWER	T-39	1000 FT	115 KTS	APP. DRAG CONFIGURATION		27 DEC 79
N033011A0	033	01	100 % RPM			AFTERBURNER POWER	T-38	1000 FT	300 KTS	SPEED BRAKE ON		27 DEC 79
N033031A0	033	03	100 % RPM			TAKEOFF POWER	T-38	1000 FT	299 KTS	SPEED BRAKE ON		27 DEC 79
N033041A0	033	04	90 % RPM			CRUISE POWER	T-38	1000 FT	301 KTS	NO DRAG		27 DEC 79
N033051A0	033	05	91 % RPM			APPROACH POWER	T-38	1000 FT	170 KTS	FLAPS 60%, GEAR DN		27 DEC 79
N037051A1	037	05	5225 NF	638 C TIT		APPROACH POWER	A-10A	1000 FT	150 KTS	GEAR AND FLAPS DOWN		28 FEB 83
N037111A1	037	11	6700 NF	826 C TIT		MAX RATED THRUST	A-10A	1000 FT	350 KTS	NO DRAG		28 FEB 83
N037121A1	037	12	6200 NF	756 C TIT		NORMAL RATED THRUST	A-10A	1000 FT	300 KTS	NO DRAG		28 FEB 83
N037131A1	037	13	5325 NF	646 C TIT		TRAFFIC PATTERN	A-10A	1000 FT	160 KTS	NO DRAG		28 FEB 83
N037211A1	037	21	5333 NF			TRAINING ROUTE	A-10A	1000 FT	325 KTS	TRAINING ROUTE		10 FEB 89
N038011B2	038	01	90 % RPM	900 C TIT		AFTERBURNER POWER	F-16	1000 FT	350 KTS	NO DRAG		24 JUN 87
N038031B2	038	03	90 % RPM	900 C TIT		TAKEOFF POWER	F-16	1000 FT	350 KTS	NO DRAG		24 JUN 87
N038051B2	038	05	82 % RPM	650 C TIT		APPROACH POWER	F-16	1000 FT	130 KTS	GEAR AND FLAPS DOWN		24 JUN 87
N038061B2	038	06	85 % RPM	750 C TIT		INTERMEDIATE POWER	F-16	1000 FT	300 KTS	NO DRAG		24 JUN 87
N038141B2	038	14	92.0 % RPM	960 C TIT		INTERMED POWER (MIL)	F-16	1000 FT	350 KTS	MIL		24 JUN 87
N038211B2	038	21	84 % RPM			TRAINING ROUTE	F-16	1000 FT	500 KTS	TRAINING ROUTE		10 FEB 89
N039011B0	039	01	97.5 % RPM	874 C EGT		AFTERBURNER POWER	B-1	1000 FT	275 KTS	GEAR AND FLAPS UP		18 AUG 88
N039041B0	039	04	89.9 % RPM	611 C EGT		CRUISE POWER	B-1	1000 FT	360 KTS	GEAR AND FLAPS UP		18 AUG 88
N039051B0	039	05	90 % RPM	600 C EGT		APPROACH POWER	B-1	1000 FT	165 KTS	APPROACH		10 FEB 89
N039141B0	039	14	98.5 % RPM	877 C EGT		INTERMED POWER (MIL)	B-1	1000 FT	270 KTS	GEAR AND FLAPS UP		18 AUG 88
N039211B0	039	21	98 % RPM	800 C EGT		TRAINING ROUTE	B-1	1000 FT	540 KTS	TRAINING ROUTE		10 FEB 89

SUMMARY OF FLYOVER DATA IN ROUTEFILE 6.1

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COMDECK	NAME	ACC	OPC	POWER SETTING	VALUE&UNITS	OPERATION POWER	AIRCRAFT	SLANT	AIR	DRAG CONFIGURATION	DATE OF
				FIRST	SECOND	DESCRIPTION	NAME	RANGE	SPEED	EST. FROM B-52G T/O	OMEGA 6 RUN
N043021A0	043	02	94	% RPM	2.77 EPR	TAKEOFF-WET	B-52G	1000 FT	170 KTS	NO DRAG	10 NOV 87
N043031A0	043	03	94	% RPM	2.37 EPR	TAKEOFF POWER	B-52G	1000 FT	170 KTS	NO DRAG	10 NOV 87
N043041A0	043	04	83.5	% RPM	1.48 EPR	CRUISE POWER	B-52G	1000 FT	250 KTS	NO DRAG	10 NOV 87
N043051A0	043	05	86	% RPM	1.57 EPR	APPROACH POWER	B-52G	1000 FT	140 KTS	FLAPS AND GEAR DOWN	10 NOV 87
N043211A0	043	21	88	% RPM	1.55 EPR	TRAINING ROUTE	B-52G	1000 FT	340 KTS	TRAINING ROUTE	10 FEB 89
N044031A0	044	03	8200	LBS/HR	1.65 EPR	TAKEOFF POWER	B-52H	1000 FT	170 KTS	NO DRAG	27 DEC 79
N044041A0	044	04	2110	LBS/HR	1.10 EPR	CRUISE POWER	B-52H	1000 FT	250 KTS	NO DRAG	27 DEC 79
N044051A0	044	05	3965	LBS/HR	1.25 EPR	APPROACH POWER	B-52H	1000 FT	150 KTS	APP. DRAG CONFIGURATION	27 DEC 79
N044211A0	044	21	4500	LBS/HR		TRAINING ROUTE	B-52H	1000 FT	350 KTS	TRAINING ROUTE	10 FEB 89
N045011A0	045	01	100	% RPM		AFTERBURNER POWER	F-104G	1000 FT	240 KTS	NO DRAG	27 DEC 79
N045031A0	045	03	100	% RPM		TAKEOFF POWER	F-104G	1000 FT	239 KTS	NO DRAG	27 DEC 79
N045041A0	045	04	92	% RPM		CRUISE POWER	F-104G	1000 FT	300 KTS	NO DRAG	27 DEC 79
N045051A0	045	05	95	% RPM		APPROACH POWER	F-104G	1000 FT	190 KTS	GEAR DOWN	27 DEC 79
N045061A0	045	06	92	% RPM		INTERMEDIATE POWER	F-104G	1000 FT	300 KTS	GEAR DOWN	27 DEC 79
N046011A0	046	01	101	% RPM		AFTERBURNER POWER	F-5E	1000 FT	350 KTS	NO DRAG	27 DEC 79
N046031A0	046	03	101	% RPM		TAKEOFF POWER	F-5E	1000 FT	300 KTS	NO DRAG	27 DEC 79
N046041A0	046	04	86	% RPM		CRUISE POWER	F-5E	1000 FT	325 KTS	NO DRAG	27 DEC 79
N046051A0	046	05	82	% RPM		APPROACH POWER	F-5E	1000 FT	170 KTS	LANDING CONFIGURATION	27 DEC 79
N061011A1	061	01	91	% RPM		AFTERBURNER POWER	F-15	1000 FT	350 KTS	NO DRAG	28 FEB 83
N061031A1	061	03	90	% RPM		TAKEOFF POWER	F-15	1000 FT	300 KTS	NO DRAG	28 FEB 83
N061041A1	061	04	73.5	% RPM		CRUISE POWER	F-15	1000 FT	280 KTS	NO DRAG	28 FEB 83
N061051A1	061	05	75	% RPM		APPROACH POWER	F-15	1000 FT	170 KTS	LANDING CONFIGURATION	28 FEB 83
N070031A0	070	03	100	% RPM		TAKEOFF POWER	B-57E	1000 FT	200 KTS	GEAR DOWN	27 DEC 79
N070051A0	070	05	82	% RPM		APPROACH POWER	B-57E	1000 FT	150 KTS	GEAR DOWN	27 DEC 79
N070061A0	070	06	92	% RPM		INTERMEDIATE POWER	B-57E	1000 FT	280 KTS	NO DRAG	27 DEC 79
N071011A0	071	01	96.5	% RPM		AFTERBURNER POWER	F-101	1000 FT	350 KTS	SPEED BRAKE ON	27 DEC 79
N071031A0	071	03	96.0	% RPM		TAKEOFF POWER	F-101	1000 FT	350 KTS	SPEED BRAKE ON	27 DEC 79
N071051A0	071	05	89	% RPM		APPROACH POWER	F-101	1000 FT	200 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N071061A0	071	06	88	% RPM		INTERMEDIATE POWER	F-101	1000 FT	300 KTS	NO DRAG	27 DEC 79
N072031A0	072	03	50	IN HG	2700 RPM	TAKEOFF POWER	C-7	1000 FT	160 KTS	GEAR DOWN	27 DEC 79
N072051A0	072	05	27	IN HG	2250 RPM	APPROACH POWER	C-7	1000 FT	90 KTS	GEAR DOWN	27 DEC 79
N072061A0	072	06	35	IN HG	2550 RPM	INTERMEDIATE POWER	C-7	1000 FT	140 KTS	NO DRAG	27 DEC 79
N073031A0	073	03	1.97	EPR		TAKEOFF POWER	C-9	1000 FT	250 KTS	GEAR DOWN	27 DEC 79
N073051A0	073	05	1.35	EPR		APPROACH POWER	C-9	1000 FT	160 KTS	GEAR DOWN	27 DEC 79
N073061A0	073	06	1.70	EPR		INTERMEDIATE POWER	C-9	1000 FT	300 KTS	NO DRAG	27 DEC 79
N074031A0	074	03	39	IN HG	2900 RPM	TAKEOFF POWER	C-119	1000 FT	135 KTS	NO DRAG	27 DEC 79
N074051A0	074	05	33.6	IN HG	2600 RPM	APPROACH POWER	C-119	1000 FT	120 KTS	FLAPS DOWN	27 DEC 79
N074061A0	074	06	33.5	IN HG	2000 RPM	INTERMEDIATE POWER	C-119	1000 FT	150 KTS	NO DRAG	27 DEC 79
N075031A0	075	03	58	IN HG	2900 RPM	TAKEOFF POWER	C-121	1000 FT	165 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N075041A0	075	04	33	IN HG	2350 RPM	CRUISE POWER	C-121	1000 FT	150 KTS	NO DRAG	27 DEC 79
N075051A0	075	05	35	IN HG	2600 RPM	APPROACH POWER	C-121	1000 FT	140 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N075061A0	075	06	40	IN HG	2350 RPM	INTERMEDIATE POWER	C-121	1000 FT	150 KTS	GEAR AND FLAPS DOWN	27 DEC 79

SUMMARY OF FLYOVER DATA IN ROUTEFILE 6.1

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COMDECK	POWER SETTING VALUE&UNITS			OPERATION POWER DESCRIPTION	AIRCRAFT NAME	SLANT RANGE	AIR SPEED	DRAG CONFIGURATION	DATE OF OMEGA 6 RUN
	NAME	ACC OPC	FIRST SECOND						
N076031A0	076	03	45 IN HG	TAKEOFF POWER	U-4B	1000 FT	170 KTS	10% FLAPS, GEAR DOWN	27 DEC 79
N076051A0	076	05	24 IN HG	APPROACH POWER	U-4B	1000 FT	100 KTS	40% FLAPS, GEAR DOWN	27 DEC 79
N076061A0	076	06	30 IN HG	INTERMEDIATE POWER	U-4B	1000 FT	180 KTS	NO DRAG	27 DEC 79
N077011A0	077	01	102.5 % RPM	AFTERBURNER POWER	F-105	1000 FT	350 KTS	NO DRAG	27 DEC 79
N077031A0	077	03	102 % RPM	TAKEOFF POWER	F-105	1000 FT	300 KTS	NO DRAG	27 DEC 79
N077051A0	077	05	96.5 % RPM	APPROACH POWER	F-105	1000 FT	210 KTS	APP. DRAG CONFIGURATION	27 DEC 79
N077061A0	077	06	93 % RPM	INTERMEDIATE POWER	F-105	1000 FT	290 KTS	NO DRAG	27 DEC 79
N078011A0	078	01	108 % RPM	AFTERBURNER POWER	F-106	1000 FT	350 KTS	SPEED BRAKE ON	27 DEC 79
N078031A0	078	03	106 % RPM	TAKEOFF POWER	F-106	1000 FT	350 KTS	GEAR DOWN	27 DEC 79
N078051A0	078	05	93 % RPM	APPROACH POWER	F-106	1000 FT	200 KTS	GEAR DOWN	27 DEC 79
N078061A0	078	06	86.5 % RPM	INTERMEDIATE POWER	F-106	1000 FT	300 KTS	NO DRAG	27 DEC 79
N079011A0	079	01	97 % RPM	AFTERBURNER POWER	F-111F	1000 FT	350 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N079031A0	079	03	97 % RPM	TAKEOFF POWER	F-111F	1000 FT	300 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N079051A0	079	05	81 % RPM	APPROACH POWER	F-111F	1000 FT	150 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N079061A0	079	06	86 % RPM	INTERMEDIATE POWER	F-111F	1000 FT	350 KTS	NO DRAG	27 DEC 79
N080011A0	080	01	100 % RPM	AFTERBURNER POWER	FB-111	1000 FT	250 KTS	GEAR AND FLAPS DOWN	28 FEB 83
N080031A0	080	03	100 % RPM	TAKEOFF POWER	FB-111	1000 FT	240 KTS	GEAR AND FLAPS DOWN	28 FEB 83
N080051A0	080	05	92 % RPM	APPROACH POWER	FB-111	1000 FT	160 KTS	APPROACH	10 FEB 89
N080211A0	080	21	98 % RPM	TRAINING ROUTE	FB-111	1000 FT	525 KTS	TRAINING ROUTE	10 FEB 89
N081031A0	081	03	59 IN HG	TAKEOFF POWER	KC-97	1000 FT	190 KTS	FLAPS 55, GEAR UP	27 DEC 79
N081051A0	081	05	35 IN HG	APPROACH POWER	KC-97	1000 FT	125 KTS	FLAPS 33, GEAR DOWN	27 DEC 79
N081081A0	081	08	59 IN HG	TAKEOFF WITH JETS	KC-97	1000 FT	230 KTS	FLAPS 55, GEAR UP	27 DEC 79
N081091A0	081	09	35 IN HG	APPROACH WITH JETS	KC-97	1000 FT	130 KTS	FLAPS 33, GEAR DOWN	27 DEC 79
N082031A0	082	03	100 % RPM	TAKEOFF POWER	OV-10	1000 FT	150 KTS	GEAR DOWN	27 DEC 79
N082051A0	082	05	97 % RPM	APPROACH POWER	OV-10	1000 FT	100 KTS	FLAPS 20, GEAR DOWN	27 DEC 79
N082061A0	082	06	97 % RPM	INTERMEDIATE POWER	OV-10	1000 FT	140 KTS	NO DRAG	27 DEC 79
N083031A0	083	03	1.97 EPR	TAKEOFF POWER	T-43	1000 FT	200 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N083051A0	083	05	1.46 EPR	APPROACH POWER	T-43	1000 FT	140 KTS	GEAR AND FLAPS DOWN	27 DEC 79
N083061A0	083	06	1.21 EPR	INTERMEDIATE POWER	T-43	1000 FT	250 KTS	NO DRAG	27 DEC 79
N084031A0	084	03	1.84 EPR	TAKEOFF POWER	C-18	1000 FT	300 KTS	TAKEOFF	28 DEC 88
N084041A0	084	04	1.12 EPR	CRUISE POWER	C-18	1000 FT	250 KTS	CRUISE	28 DEC 88
N084051A0	084	05	1.26 EPR	APPROACH POWER	C-18	1000 FT	140 KTS	APPROACH(NO INLET SUPPRS)	28 DEC 88
N084211A0	084	21	1.10 EPR	TRAINING ROUTE	C-18	1000 FT	240 KTS	TRAINING ROUTE	10 FEB 89
N085031A0	085	03	96.0 % RPM	TAKEOFF POWER	C-21	1000 FT	300 KTS	TAKEOFF POWER	13 JUL 88
N085051A0	085	05	70.4 % RPM	APPROACH POWER	C-21	1000 FT	140 KTS	APPROACH	13 JUL 88
N085061A0	085	06	80.0 % RPM	INTERMEDIATE POWER	C-21	1000 FT	225 KTS	INTERMEDIATE	13 JUL 88
N085181A0	085	18	60.0 % RPM	FLT IDLE-250 KNOTS	C-21	1000 FT	250 KTS	FLT IDLE-250 KNOTS	13 JUL 88
N086051A0	086	05	66.5 % N1	APPROACH POWER	KC-135R	1000 FT	150 KTS	APPROACH	14 JUL 88
N086061A0	086	06	80.3 % N1	INTERMEDIATE POWER	KC-135R	1000 FT	240 KTS	INTERMEDIATE	14 JUL 88
N086111A0	086	11	89.6 % N1	MAX RATED THRUST	KC-135R	1000 FT	300 KTS	MAX THRUST	14 JUL 88
N086131A0	086	13	70.5 % N1	TRAFFIC PATTERN	KC-135R	1000 FT	225 KTS	TRAFFIC PATTERN	14 JUL 88

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SUMMARY OF FLYOVER DATA IN ROUTEFIL 6.1

COMDECK	NAME	ACC	OPC	POWER SETTING	VALUE	UNITS	OPERATION POWER	AIRCRAFT NAME	SLANT RANGE	AIR SPEED	DRAG CONFIGURATION	DATE OF OMEGA 6 RUN
				FIRST	SECOND		DESCRIPTION					
N508031A0	508	03	100	% RPM	1.94	EPR	TAKEOFF POWER	C-140	1000 FT	180 KTS	EST. T-39 +3.0DB	27 DEC 79
N508041A0	508	04	89	% RPM	1.66	EPR	CRUISE POWER	C-140	1000 FT	250 KTS	EST. T-39 +3.0DB	27 DEC 79
N508051A0	508	05	79.5	% RPM	1.37	EPR	APPROACH POWER	C-140	1000 FT	115 KTS	EST. T-39 +3.0DB	27 DEC 79
N509011A0	509	01	101	% RPM			AFTERBURNER POWER	F-5A,B	1000 FT	350 KTS	EST. F-5E -9DB	27 DEC 79
N509031A0	509	03	101	% RPM			TAKEOFF POWER	F-5A,B	1000 FT	300 KTS	EST. F-5E -9DB	27 DEC 79
N509041A0	509	04	86	% RPM			CRUISE POWER	F-5A,B	1000 FT	325 KTS	EST. F-5E -9DB	27 DEC 79
N509051A0	509	05	82	% RPM			APPROACH POWER	F-5A,B	1000 FT	170 KTS	EST. F-5E -9DB	27 DEC 79
N510011A0	510	01	97	% RPM			AFTERBURNER POWER	F-111A,	1000 FT	350 KTS	EST. F-111F -1.3DB	27 DEC 79
N510031A0	510	03	97	% RPM			TAKEOFF POWER	F-111A,	1000 FT	300 KTS	EST. F-111F -1.3DB	27 DEC 79
N510051A0	510	05	81	% RPM			APPROACH POWER	F-111A,	1000 FT	150 KTS	EST. F-111F -1.3DB	27 DEC 79
N510061A0	510	06	86	% RPM			INTERMEDIATE POWER	F-111A,	1000 FT	350 KTS	EST. F-111F -1.3DB	27 DEC 79
N511011A0	511	01	97	% RPM			AFTERBURNER POWER	F-111D	1000 FT	350 KTS	EST. F-111F -8DB	27 DEC 79
N511031A0	511	03	97	% RPM			TAKEOFF POWER	F-111D	1000 FT	300 KTS	EST. F-111F -8DB	27 DEC 79
N511051A0	511	05	81	% RPM			APPROACH POWER	F-111D	1000 FT	150 KTS	EST. F-111F -8DB	27 DEC 79
N511061A0	511	06	86	% RPM			INTERMEDIATE POWER	F-111D	1000 FT	350 KTS	EST. F-111F -8DB	27 DEC 79
N512011A0	512	01	95	% RPM	2.05	EPR	AFTERBURNER POWER	F-102	1000 FT	300 KTS	EST. F-100 +0.0DB	27 DEC 79
N512031A0	512	03	94.5	% RPM	2.0	EPR	TAKEOFF POWER	F-102	1000 FT	300 KTS	EST. F-100 +0.0DB	27 DEC 79
N512041A0	512	04	92.3	% RPM	1.75	EPR	CRUISE POWER	F-102	1000 FT	370 KTS	EST. F-100 +0.0DB	27 DEC 79
N512051A0	512	05	89	% RPM	1.38	EPR	APPROACH POWER	F-102	1000 FT	200 KTS	EST. F-100 +0.0DB	27 DEC 79
N513031A0	513	03	96	% RPM			TAKEOFF POWER	A-3	1000 FT	350 KTS	EST. F-101 +0.0DB	27 DEC 79
N513051A0	513	05	89	% RPM			APPROACH POWER	A-3	1000 FT	200 KTS	EST. F-101 +0.0DB	27 DEC 79
N513061A0	513	06	88	% RPM			INTERMEDIATE POWER	A-3	1000 FT	300 KTS	EST. F-101 +0.0DB	27 DEC 79
N516031A0	516	03	60	IN HG	2800	RPM	TAKEOFF POWER	T-29	1000 FT	140 KTS	EST. C-131 +0.0DB	27 DEC 79
N516041A0	516	04	32	IN HG	2000	RPM	CRUISE POWER	T-29	1000 FT	180 KTS	EST. C-131 +0.0DB	27 DEC 79
N516051A0	516	05	27	IN HG	2400	RPM	APPROACH POWER	T-29	1000 FT	120 KTS	EST. C-131 +0.0DB	27 DEC 79
N517011A0	517	01	100	% RPM			AFTERBURNER POWER	SR-71	1000 FT	200 KTS		27 DEC 79
N517031A0	517	03	70	% RPM			TAKEOFF POWER	SR-71	1000 FT	200 KTS		27 DEC 79
N517051A0	517	05	30	% RPM			APPROACH POWER	SR-71	1000 FT	200 KTS		27 DEC 79
N518031A0	518	03	102	% RPM			TAKEOFF POWER	U-2	1000 FT	300 KTS	EST. F-105 + 0.2 DB	27 DEC 79
N518051A0	518	05	96.5	% RPM			APPROACH POWER	U-2	1000 FT	210 KTS	EST. F-105 + 0.2 DB	27 DEC 79
N518061A0	518	06	93	% RPM			INTERMEDIATE POWER	U-2	1000 FT	290 KTS	EST. F-105 + 0.2 DB	27 DEC 79
N519021A0	519	02	94	% RPM	2.77	EPR	TAKEOFF POWER-WET	B-52B,D	1000 FT	170 KTS	B-52G -0.6DB	27 DEC 79
N519031A0	519	03	94	% RPM	2.37	EPR	TAKEOFF POWER	B-52B,D	1000 FT	170 KTS	B-52G -0.6DB	27 DEC 79
N519041A0	519	04	83.5	% RPM	1.48	EPR	CRUISE POWER	B-52B,D	1000 FT	250 KTS	B-52G -0.6DB	27 DEC 79
N519051A0	519	05	86	% RPM	1.57	EPR	APPROACH POWER	B-52B,D	1000 FT	140 KTS	B-52G -0.6DB	27 DEC 79
N520031A0	520	03	970	C TIT	16800	IN-LBS	TAKEOFF POWER	C-130A,	1000 FT	170 KTS	EST. C-130E -0.4DB	27 DEC 79
N520051A0	520	05	580	C TIT	4000	IN-LBS	APPROACH POWER	C-130A,	1000 FT	140 KTS	EST. C-130E -0.4DB	27 DEC 79
N521031A0	521	03	970	C TIT	16800	IN-LBS	TAKEOFF POWER	C-130H,	1000 FT	170 KTS	EST. C-130E +0.9 DB	27 DEC 79
N521051A0	521	05	580	C TIT	4000	IN-LBS	APPROACH POWER	C-130H,	1000 FT	140 KTS	EST. C-130E +0.9 DB	27 DEC 79

SUMMARY OF FLYOVER DATA IN ROUTEFILE 6.1

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COMDECK	NAME	ACC	OPC	FIRST	POWER SETTING	VALUE&UNITS	SECOND	OPERATION	POWER	AIRCRAFT	SLANT	AIR	DRAG	CONFIGURATION	DATE OF
N523031A0	523	03	2800	RPM	60	IN HG	27	IN HG	TAKEOFF	C-123K	1000 FT	140 KTS	EST.	C-131 +0DB	27 DEC 79
N523051A0	523	05	2400	RPM	27	IN HG	100	% RPM	APPROACH	C-123K	1000 FT	200 KTS	EST.	C-131 +0DB	27 DEC 79
N523081A0	523	08	2800	RPM	91	% RPM	100	% RPM	TAKEOFF WITH JETS	C-123K	1000 FT	150 KTS	EST.	C-131 +T-38	27 DEC 79
N523091A0	523	09	2400	RPM	91	% RPM	100	% RPM	APPROACH WITH JETS	C-123K	1000 FT	150 KTS	EST.	C-131 +T-38	27 DEC 79
N527011A0	527	01	95	% RPM	95	% RPM	95	% RPM	AFTERBURNER	F-8	1000 FT	300 KTS	EST.	F-100D +0.5DB	27 DEC 79
N527031A0	527	03	94.5	% RPM	94.5	% RPM	94.5	% RPM	TAKEOFF	F-8	1000 FT	300 KTS	EST.	F-100D +0.5DB	27 DEC 79
N527041A0	527	04	92.3	% RPM	92.3	% RPM	92.3	% RPM	CRUISE	F-8	1000 FT	370 KTS	EST.	F-100D +0.5DB	27 DEC 79
N527051A0	527	05	89	% RPM	89	% RPM	89	% RPM	APPROACH	F-8	1000 FT	200 KTS	EST.	F-100D +0.5DB	27 DEC 79
N536031A0	536	03	30000	LBS	30000	LBS	30000	LBS	TAKEOFF	C-17	1000 FT	160 KTS	ESTIM	757-200 +3 DB	14 FEB 89
N536041A0	536	04	10000	LBS	10000	LBS	10000	LBS	CRUISE	C-17	1000 FT	160 KTS	ESTIM	757-200 +3 DB	14 FEB 89
N536051A0	536	05	5000	LBS	5000	LBS	5000	LBS	APPROACH	C-17	1000 FT	160 KTS	ESTIM	757-200 +3 DB	14 FEB 89

END OF DATA FILE. NUMBER OF NORMALIZED DATA DECKS= 258

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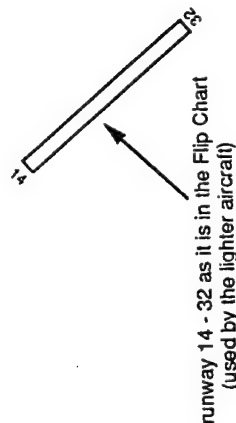
Appendix C

The AICUZ Data Package for SCOTT AFB
and International Airport

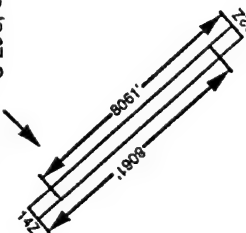
EXISTING RUNWAY CONFIGURATIONS

Labeling the runways caused a small problem. When entering the flight tracks in BASEOPS, the track identification is allowed only 4 characters. One character must be either an A, a D, or a C representing approach, departure, or closed pattern. Another character must be used to uniquely identify each track. It was decided to use alphabetical characters, A representing the first track, B representing the second, C the third, etc. This leaves only 2 characters left to label the appropriate runway associated with the flight track.

For the existing military, the 140° heading runway was labeled 14, and the 320° heading runway was labeled 32. Upon discussion, it was determined that certain aircraft used the overrun for each runway to depart, using an extra thousand feet. This created two new existing runways with different coordinates. It was decided to choose the letter Z to represent the use of the overrun, creating new runways with endpoints 14Z, and 32Z. There are now 3 characters in the runway label and there are only 2 more allowed in the track identification. The decision was made to drop the first character of the runway label to use for the tracks, thus making each track identification unique. ie: 14DA, 32DA, 4ZDA, 2ZDA. The existing military runways, as used in NOISEMAP/BASEOPS are shown below.

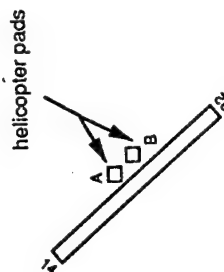


runway 14Z - 32, or 14 - 32Z where the existing overrun is used on one end when more room is needed for take off operations (used by heavier aircraft - C-9's, C-141's, C-29's, C-5's, and Fighters)



EXISTING RUNWAY CONFIGURATION WITH HELICOPTER PADS

There are two helicopter pads at SAFB. We simply labeled them A and B, thus when creating flight tracks the first two characters of the track identification is HA or HB, the H representing helicopters.



PRESENT AND FUTURE MILITARY RUNWAYS AICUZ INSTALLATION OPERATIONAL DATA FOR

SCOTT AFB (BASE) IL (STATE)

TEMPERATURE: 69° E 25 JULY 1990 ELEVATION: 453'
HUMIDITY: 75% (DATE) MAG DEC: 1.0° E 831

RUNWAYS							
IDENT.	W	L	GLIDE SLOPE	END COORDINATES			
				N	W	N	W
14- 32	*	7061'	3.00°	38°32'59.3"	89°51'34.3"	38°32'08.7"	89°50'32.8"
14Z	*	8061'	3.00°	38°33'06.4"	89°51'43.0"	38°32'08.7"	89°50'32.8"
32Z	*	8061'	3.00°	38°32'01.6"	89°50'24.1"	38°32'59.3"	89°51'34.3"

* NOISEMAP COMPUTER PROGRAM PROVIDES STANDARD WIDTH

NAVAIDS			
IDENT.	TYPE	COORDINATES	
		N	W
BL	NDB	38°27'52.92"	89°51'34.06"
SKE	TACAN	38°32'41.68"	89°50'57.56"

HELICOPTER PADS AICUZ INSTALLATION OPERATIONAL DATA FOR

SCOTT AFB (BASE) IL (STATE)

TEMPERATURE: 69° E 24 AUGUST 1990 ELEVATION: 453'
HUMIDITY: 75% (DATE) MAG DEC: 1°4'30"

RUNWAYS							
IDENT.	W	L	GLIDE SLOPE	END COORDINATES			
				N	W	N	W
HA			3.00°	38°32'48"	89°50'54"		
HB			3.00°	38°32'36"	89°50'42"		

NAVAIDS			
IDENT.	TYPE	COORDINATES	
		N	W
BL	NDB	38°27'52.92"	89°51'34.06"
SKE	TACAN	38°32'41.68"	89°50'57.56"

DAILY OPERATIONS
ALL RUNWAYS
EXISTING / MONDAY THROUGH FRIDAY

ASSIGNED AIRCRAFT	
TYPE	NUMBER
UH - 60	24
UH - 1	2
UH-6	2
C-9A	12
C-12F	3
C-21	6
C-29	10

[illegible]

SCOTT AFB
TRANSIENTS

DAILY OPERATIONS
ALL RUNWAYS
EXISTING / MONDAY THROUGH FRIDAY

TYPE AIRCRAFT	DEPART.	ARRIV.	CLOSED PATTERNS	TAKE- OFFS	LANDINGS	TOTAL OPS.
A-10	0.1705	0.1705	0	0.1705	0.1705	0.341
A-3	0.0078	0.0078	0	0.0078	0.0078	0.0156
A-37	0.0853	0.0853	0	0.0853	0.0853	0.1706
A-4	0.2248	0.2248	0	0.2248	0.2248	0.4496
A-6	0.1938	0.1938	0	0.1938	0.1938	0.3876
A-7	0.0543	0.0543	0	0.0543	0.0543	0.1086
B-1	0.0077	0.0077	0	0.0077	0.0077	0.0154
C-12	0.8295	0.8372	0	0.8295	0.8372	1.6667
C-130	0.0543	0.0543	0	0.0543	0.0543	0.1086
C-130A	0.0465	0.0465	0	0.0465	0.0465	0.093
C-130H	0.7598	0.7209	0	0.7598	0.7209	1.4807
C-137	0.0078	0.0078	0	0.0078	0.0078	0.0156
C-141	0.3566	0.3953	0	0.3566	0.3953	0.7519
C-20	0.031	0.031	0	0.031	0.031	0.062
C-21	0.093	0.093	0	0.093	0.093	0.186
C-22	0.0775	0.0775	0	0.0775	0.0775	0.155
C-5A	0.0853	0.0775	0	0.0853	0.0775	0.1628
TAKEOFFS + LANDINGS = TOTAL OPS						0.0078

SCOTT AFB
TRANSIENTS

DAILY OPERATIONS
ALL RUNWAYS
EXISTING / MONDAY THROUGH FRIDAY

TYPE AIRCRAFT	DEPART.	ARRIV.	CLOSED PATTERNS	TAKE- OFFS	LANDINGS	TOTAL OPS.
C-7	0.0155	0.0155	0	0.0155	0.0155	0.031
C-9	0.194	0.2016	0	0.194	0.2016	0.3956
F-111A	0.031	0.031	0	0.031	0.031	0.062
F-14	0.1705	0.1705	0	0.1705	0.1705	0.341
F-15	0.0387	0.0387	0	0.0387	0.0387	0.0774
F-16	0.2481	0.2481	0	0.2481	0.2481	0.4962
F-18	0.2403	0.2403	0	0.2403	0.2403	0.4806
F-4	0.031	0.031	0	0.031	0.031	0.062
F-5E	0.0155	0.0155	0	0.0155	0.0155	0.031
FB-111	0.0233	0.0233	0	0.0233	0.0233	0.0466
INM23	0	0	0	0	0	0
INM30	0.0465	0.0465	0	0.0465	0.0465	0.093
INM51	0.0078	0.0078	0	0.0078	0.0078	0.0156
INM54	0.0078	0.0078	0	0.0078	0.0078	0.0156
INM57	0.0698	0.0698	0	0.0698	0.0698	0.1396
INM73	0.0465	0.0465	0	0.0465	0.0465	0.093
KC-10	0.0388	0.0388	0	0.0388	0.0388	0.0776
TAKEOFFS + LANDINGS = TOTAL OPS						0

SCOTT AFB

DAILY OPERATIONS

ALL RUNWAYS
EXISTING / MONDAY THROUGH FRIDAY

[illegible]

TAKEOFFS + LANDINGS = TOTAL OPS

Total daily ops (all transients): 61.883 (61.4103 / 0.4727)

**SCOTT AFB
TRANSIENTS**

DAILY OPERATIONS

ALL INFORMATION
EXISTING / MONDAY THROUGH FRIDAY

TYPE AIRCRAFT	DEPART.	ARRIV.	CLOSED PATTERNS	TAKE- OFFS	LANDINGS	TOTAL OPS.
	0.0155	0.0155	0	0.0155	0.0155	0.031
KC-135R	0	0	0	0	0	0
OV-10	0.0078	0.0078	0	0.0078	0.0078	0.0156
	0	0	0	0	0	0
P-3	0.2248	0.2248	0.1634	0.3982	0.3982	0.7764
	0	0	0	0	0	0
S-3A	0.0233	0.0233	0	0.0233	0.0233	0.0466
	0	0	0	0	0	0
T-2C	0.2713	0.2713	0	0.2713	0.2713	0.5426
	0	0	0	0	0	0
T-33	0.0155	0.0155	0	0.0155	0.0155	0.031
	0	0	0	0	0	0
T-34	0.0543	0.0543	0	0.0543	0.0543	0.1086
	0	0	0	0	0	0
T-37	0.907	0.907	3.628	4.535	4.535	9.07
	0	0	0	0	0	0
T-38	1.5116	1.5116	6.0464	7.558	7.558	15.116
	0	0	0	0	0	0
T-39	0.0775	0.0775	0	0.0775	0.0775	0.155
	0.0078	0.0078	0	0.0078	0.0078	0.0156
T-41	0.0853	0.0853	0	0.0853	0.0853	0.1706
	0	0	0	0	0	0
T-42	0.0388	0.0388	0	0.0388	0.0388	0.0776
	0	0	0	0	0	0
T-43	0.1085	0.1085	0	0.1085	0.1085	0.217
	0	0	0	0	0	0
T-44	0.0233	0.0233	0	0.0233	0.0233	0.0466
	0	0	0	0	0	0
U-21	0.2403	0.2403	0	0.2403	0.2403	0.4806
	0	0	0	0	0	0
U-6	0.0155	0.0155	0	0.0155	0.0155	0.031
	0	0	0	0	0	0

TAKEOFFS + LANDINGS = TOTAL OPS

SCOTT AFB

DAILY OPERATIONS

ALL RUNWAYS
EXISTING / MONDAY THROUGH FRIDAY

Helicopter pads A & B

[illegible]

TAKEOFFS + LANDINGS = TOTAL OPS

Total daily ops (helicopter): 11,8518 (9.1718 / 2.68)

SCOTT AFB
AERO CLUB

**DAILY OPERATIONS
ALL RUNWAYS**

**ALL RUNWAYS
EXISTING / MONDAY THROUGH FRIDAY**

[illegible]

TAKEOFFS + LANDINGS = TOTAL OPS	51.6328
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Total daily ops (AEROCLUB): 51.6328 (50.6393 / .9935)

FLIGHT TRACK INVENTORY							SCOTT AIR FORCE BASE EXISTING / MONDAY THROUGH FRIDAY	
RUNWAY: <u>14</u>								
TRACK DESCRIPTION	DEPART LEFT TO 040°	DEPART RIGHT TO 160°	DEPART RIGHT TO 180°	DEPART STRAIGHT OUT	DEPART LEFT TO 060°	DEPART LEFT TO 100°		
TRACK IDENT.	14DA	14DB	14DC	14DD	14DE	14DF		
TYPE AC								
C-9 TRAINING								
C-9 OPERATIONS								
C-12 TRAINING	0.8421			0.2216		0.0443		
C-21 TRAINING	1.8103	0.0304		0.4764	0.008	0.0016		
C-21 OPERATIONS		0.1778		0.0468	0.0047	0.0047		
C-29 TRAINING		0.7543	0.0397					
C-29 OPERATIONS		0.0741	0.0039					
C-29 TRAINING	0.58	0.73	0.07	0.07				
C-29 OPERATIONS	0.07	0.09	0.009	0.009				

FLIGHT TRACK INVENTORY					SCOTT AIR FORCE BASE EXISTING / MONDAY THROUGH FRIDAY			
RUNWAY: <u>14Z</u>								
TRACK DESCRIPTION	DEPART LEFT TO 040°	DEPART RIGHT TO 160°	DEPART RIGHT TO 180°	DEPART STRAIGHT OUT				
TRACK IDENT.	4ZDA	4ZDB	4ZDC	4ZDD				
TYPE AC								
C-9 TRAINING	0.891			0.2227				
C-9 OPERATIONS	0.1098	1.4082	0.074	0.0275				
C-12 TRAINING		0.1736	0.0091					
C-21 TRAINING								
C-21 OPERATIONS								
C-29 TRAINING	0.105	0.08	0.008	0.008				
C-29 OPERATIONS	0.008	0.01	0.001	0.001				

FLIGHT TRACK INVENTORY
RUNWAY: 32

SCOTT AIR FORCE BASE
EXISTING / MONDAY THROUGH FRIDAY

TRACK DESCRIPTION	DEPART RIGHT TO 040°	DEPART RIGHT TO 360°	DEPART RIGHT TO 070°	DEPART RIGHT TO 100°	DEPART LEFT TO 160°	DEPART LEFT TO 180°		
TRACK IDENT.	32DA	32DB	32DC	32DD	32DE	32DF		
TYPE A/C								
C-9 TRAINING								
C-9 OPERATIONS								
C-12 TRAINING			0.831	0.831				
C-21 TRAINING			0.03	0.03				
C-21 OPERATIONS			1.7865	1.7865				
C-29 TRAINING			0.1755	0.1755				
C-29 OPERATIONS			0.2978	0.2978	0.5955			
			0.0293	0.0293	0.0584			
C-29 TRAINING	1.64	0.1	0.1	0.1	0.1	0.1		
C-29 OPERATIONS	0.05	0.01	0.01	0.04	0.13	0.01		

FLIGHT TRACK INVENTORY
RUNWAY: 32Z

SCOTT AIR FORCE BASE
EXISTING / MONDAY THROUGH FRIDAY

TRACK DESCRIPTION	DEPART RIGHT TO 040°	DEPART RIGHT TO 360°	DEPART RIGHT TO 070°	DEPART RIGHT TO 100°	DEPART LEFT TO 160°	DEPART LEFT TO 180°		
TRACK IDENT.	2ZDA	2ZDB	2ZDC	2ZDD	2ZDE	2ZDF		
TYPE A/C								
C-9 TRAINING			0.8353	0.8353				
C-9 OPERATIONS			0.103	0.103				
C-12 TRAINING			0.5559	0.5559	1.1117			
C-21 TRAINING			0.0685	0.0685	0.137			
C-21 OPERATIONS								
C-29 TRAINING	0.18	0.01	0.01	0.01	0.01	0.01		
C-29 OPERATIONS	0.006	0.001	0.001	0.05	0.014	0.001		

FLIGHT TRACK INVENTORY						SCOTT AIR FORCE BASE EXISTING / MONDAY THROUGH FRIDAY		
RUNWAY: 14								
TRACK DESCRIPTION	APPROACH STRAIGHT IN	OVERHEAD APPROACH (BREAK APPROACH END)	OVERHEAD APPROACH (BREAK CENTER)	OVERHEAD APPROACH (BREAK DEPARTURE END)	APPROACH FROM 005° (JET A/C)	APPROACH FROM 275° (JET A/C)	TACAN ALPHA (099° TO 279°) LEFT	TACAN ALPHA (099° TO 279°) RIGHT
TRACK IDENT	14AA	14AB	14AC	14AD	14AF	14AH	14AI	14AJ
TYPE A/C								
C-9 TRAINING	0.891					0.0557	0.1114	0.0557
	0.1098					0.0039	0.0137	0.0039
C-9 OPERATIONS	1.3341				0.0741	0.0741		
	0.1645				0.0091	0.0091		
C-12 TRAINING	0.8943	0.0038	0.0038	0.0038		0.0566	0.1131	0.0566
	0.0126	0.0001	0.0001	0.0001		0.0008	0.0016	0.0008
C-21 TRAINING	1.8204	0.0492	0.0492	0.0492		0.123	0.246	0.123
	0.1154	0.0031	0.0031	0.0031		0.0078	0.0156	0.0078
C-21 OPERATIONS	0.738				0.041	0.041		
	0.0468				0.0026	0.0026		
C-29 TRAINING	1.217	0.026	0.026	0.026		0.08	0.16	0.08
	0.155				0.009	0.009		
C-29 OPERATIONS								

FLIGHT TRACK INVENTORY						SCOTT AIR FORCE BASE EXISTING / MONDAY THROUGH FRIDAY		
RUNWAY: 14								
TRACK DESCRIPTION	FAA FLIGHT INSPECTION ILS			ILS PRACTICE CLOSED PATTERN	CLOSED PATTERN RIGHT (JET A/C)	CLOSED PATTERN LEFT (JET A/C)		
TRACK IDENT	14AK			14CA	14CC	14CE		
TYPE A/C								
C-9 TRAINING				11.835	3.0025	3.0025		
C-9 OPERATIONS								
C-12 TRAINING				7.2448	1.8378	1.8378		
C-21 TRAINING				15.709	3.9855	3.9855		
C-21 OPERATIONS								
C-29 TRAINING	0.023			8	3.2	4.8		
C-29 OPERATIONS	.003							

<div> <div>FLIGHT TRACK INVENTORY</div> <div>SCOTT AIR FORCE BASE</div> </div> <div> <div>RUNWAY: 32</div> <div>EXISTING / MONDAY THROUGH FRIDAY</div> </div>								
TRACK DESCRIPTION	APPROACH STRAIGHT IN	OVERHEAD APPROACH (BREAK APPROACH END)	OVERHEAD APPROACH (BREAK CENTER)	OVERHEAD APPROACH (BREAK DEPARTURE END)	APPROACH FROM 185° (JET A/C)	APPROACH FROM 095° (JET A/C)	TACAN ALPHA (099° TO 279°) RIGHT	TACAN ALPHA (099° TO 279°) LEFT
TRACK IDENT	32AA	32AB	32AC	32AD	32AF	32AH	32AI	32AJ
TYPE A/C								
C-9 TRAINING	1.2529 0.1544						0.3341 0.412	0.0835 0.0103
C-9 OPERATIONS	2.0011 0.2467				0.1112 0.0167	0.1112 0.0167		
C-12 TRAINING	1.2735 0.018						0.3396 0.0048	0.0849 0.0011
C-21 TRAINING	2.7675 0.1755						0.738 0.0468	0.1845 0.0118
C-21 OPERATIONS	1.107 0.0702				0.0615 0.0039	0.0615 0.0039		
C-29 TRAINING	1.782 0.233	0.04	0.04	0.04			0.362	0.122
C-29 OPERATIONS					0.012	0.012		

<div> <div>FLIGHT TRACK INVENTORY</div> <div>SCOTT AIR FORCE BASE</div> </div> <div> <div>RUNWAY: 32</div> <div>EXISTING / MONDAY THROUGH FRIDAY</div> </div>								
TRACK DESCRIPTION	FAA FLIGHT INSPECTION ILS			ILS PRACTICE CLOSED PATTERN	CLOSED PATTERN RIGHT (JET A/C)	CLOSED PATTERN LEFT (JET A/C)		
TRACK IDENT	32AK			32CA	32CC	32CE		
TYPE A/C								
C-9 TRAINING				17.7526	4.5037	4.5037		
C-9 OPERATIONS								
C-12 TRAINING				10.866	2.7568	2.7568		
C-21 TRAINING				23.564	5.978	5.978		
C-21 OPERATIONS								
C-29 TRAINING	0.036			12	7.2	4.8		
C-29 OPERATIONS	.004							

FLIGHT TRACK INVENTORY						SCOTT AIR FORCE BASE AERO CLUB EXISTING / MONDAY THROUGH FRIDAY		
RUNWAY: <u>14</u>								
TRACK DESCRIPTION	DEPART TURN LEFT TO 040°	DEPART TURN RIGHT TO 180°	APPROACH STRAIGHT IN	APPROACH FROM 005° (LIGHT A/C)	APPROACH FROM 275° (LIGHT A/C)	CLOSED ILS PRACTICE	CLOSED PATTERN LIGHT A/C TURN RIGHT	CLOSED PATTERN LIGHT A/C TURN LEFT
TRACK IDENT TYPE A/C	14DA	14DC	14AA	14AE	14AG	14CA	14CB	14CD
Single-Engine Prop	0.9332 0.0667	1.3332 0	0.2938 0.0327	2.6116 0	1.2404 0.0652	1.9667 0.0667	1.9667 0.0333	1.6333 0.0333

FLIGHT TRACK INVENTORY						SCOTT AIR FORCE BASE AERO CLUB EXISTING / MONDAY THROUGH FRIDAY		
RUNWAY: <u>32</u>								
TRACK DESCRIPTION	DEPART TURN RIGHT TO 040°	DEPART TURN LEFT TO 160°	DEPART TURN LEFT TO 180°		APPROACH STRAIGHT IN	APPROACH FROM 185° (LIGHT A/C)	APPROACH FROM 095° (LIGHT A/C)	
TRACK IDENT TYPE A/C	32DA	32DE	32DF		32AA	32AE	32AG	
Single-Engine Prop	1.9667 0.0333	4.9333 0.0667	3.2667 0.0667		0.3265 0	6.3988 0.0652	1.5017 0.1306	

RUNWAY: 32

EXISTING / MONDAY THROUGH FRIDAY

[illegible]

RUNWAY: Helicopter Pad A and B

TRANSIENTS / MONDAY THROUGH FRIDAY
EXISTING

TRACK DESCRIPTION	Arrival from 275° to 320° to 140°	Depart from 320° turn right to 140° turn left to 95°		Arrival from 95° to 140° to 320°	Depart from 140° turn right to 320° turn left to 275°			
TRACK IDENT.	HAA7	HAD7		HBA5	HBD5			
TYPE AC								
CH - 3C	0.0233 0	0.0233 0	/	0.0155 0	0.0155 0	/	/	/
HH - 53	0.1163 0	0.1163 0	/	0.0775 0	0.0775 0	/	/	/
UH - 13	0.0465 0	0.0465 0	/	0.031 0	0.031 0	/	/	/
UH - 1	0.1535 0	0.1535 0	/	0.1023 0	0.1023 0	/	/	/
			/			/	/	/
			/			/	/	/
			/			/	/	/
			/			/	/	/

FLIGHT TRACK INVENTORY							SCOTT AIR FORCE BASE HELICOPTER	
RUNWAY: <u>Helicopter Pad A</u>							EXISTING / MONDAY THROUGH FRIDAY	
TRACK DESCRIPTION	DEPART FROM 205° TO 260°	DEPART FROM 320° TO 265°	DEPART FROM 285° TO 295°	DEPART FROM 075° TO 020°	DEPART FROM 075° TO 090°	DEPART FROM 205° TO 175° TO 135° TO 190°		
TRACK IDENT	HAD1	HAD2	HAD3	HAD4	HAD5	HAD6		
TYPE A/C								
UH-60	0.2010 0.1005	0.2680 0.1340	0.5360 0.2680	0.2680 0.1340	0.1340 0.0670	0.0670 0.0335		
UH-1	0.0503 0	0.0670 0	0.1340 0	0.0670 0	0.0335 0	0.0167 0		

FLIGHT TRACK INVENTORY					SCOTT AIR FORCE BASE HELICOPTER			
RUNWAY: <u>Helicopter Pad B</u>					EXISTING / MONDAY THROUGH FRIDAY			
TRACK DESCRIPTION	DEPART FROM 215° TO 260°	DEPART FROM 105° TO 90°	DEPART FROM 90° TO 175° TO 10°	DEPART FROM 215° TO 175° TO 135° TO 190°				
TRACK IDENT	HBD1	HBD2	HBD3	HBD4				
TYPE A/C								
UH-60	0.2010 0.1005	0.1340 0.0670	0.8040 0.4020	0.0670 0.0335				
UH-1	0.0503 0	0.0335 0	0.2010 0	0.0167 0				

FLIGHT TRACK INVENTORY								SCOTT AIR FORCE BASE HELICOPTER EXISTING / MONDAY THROUGH FRIDAY	
TRACK DESCRIPTION	ARRIVAL FROM 80° TO 25°	ARRIVAL FROM 85° TO 140°	ARRIVAL FROM 115° TO 105°	ARRIVAL FROM 200° TO 255°	ARRIVAL FROM 180° TO 255°	ARRIVAL FROM 10° TO 315° TO 355° TO 25°	CLOSED PATTERN		
TRACK IDENT.	HAA1	HAA2	HAA3	HAA4	HAA5	HAA6	HAC1		
TYPE A/C									
UH-60	0.2010 0.1005	0.2680 0.1340	0.5360 0.2680	0.2680 0.1340	0.1340 0.0670	0.0670 0.0335	0.6700 0		
UH-1	0.0503 0	0.0670 0	0.1340 0	0.0670 0	0.0335 0	0.0167 0	0 0		

FLIGHT TRACK INVENTORY								SCOTT AIR FORCE BASE HELICOPTER EXISTING / MONDAY THROUGH FRIDAY	
TRACK DESCRIPTION	ARRIVAL FROM 080° TO 035°	ARRIVAL FROM 270° TO 285°	ARRIVAL FROM 010° TO 355° TO 270°	ARRIVAL FROM 010° TO 315° TO 355° TO 035°					
TRACK IDENT.	HBA1	HBA2	HBA3	HBA4					
TYPE A/C									
UH-60	0.2010 0.1005	0.1340 0.0670	0.8040 0.4020	0.0670 0.0335					
UH-1	0.0503 0	0.0335 0	0.2010 0	0.0167 0					

SCOTT AIR FORCE BASE
EXISTING / MONDAY THROUGH FRIDAY

[illegible]

FLIGHT TRACK INVENTORY							SCOTT AIR FORCE BASE TRANSIENTS WHICH DON'T LAND EXISTING / MONDAY THROUGH FRIDAY	
RUNWAY: 14								
TRACK DESCRIPTION	ILS CLOSED PATTERN	CLOSED PATTERN TURN RIGHT	CLOSED PATTERN TURN LEFT	CLOSED PATTERN USED FOR APP/DEP	CLOSED PATTERN TURN RIGHT	CLOSED PATTERN TURN LEFT		
TRACK IDENT.	14CA	14CC	14CE	14CF	14CG	14CH		
TYPE AC								
A-37	0.42	0.014	0.126	0.08				
C-130	0.192			0.064				
F-4	0.4798	0.1441	0.048	0.192				
F-15	0.84			0.24				
F-16	0.2743			0.1219	0.0152	.0152		
F-18	0.84			0.24				
P-3	0.08	0.04	0.04	0.0457				

FLIGHT TRACK INVENTORY							SCOTT AIR FORCE BASE TRANSIENTS WHICH DON'T LAND EXISTING / MONDAY THROUGH FRIDAY	
RUNWAY: 32								
TRACK DESCRIPTION	ILS CLOSED PATTERN	CLOSED PATTERN TURN RIGHT	CLOSED PATTERN TURN LEFT	CLOSED PATTERN USED FOR APP/DEP	CLOSED PATTERN TURN RIGHT	CLOSED PATTERN TURN LEFT		
TRACK IDENT.	32CA	32CC	32CE	32CF	32CG	32CH		
TYPE AC								
A-37	0.63	0.021	0.189	0.12				
C-130	0.288			0.096				
F-4	0.7197	0.0721	0.2162	0.288				
F-15	1.26			0.36				
F-16	0.4114			0.1829	0.0229	0.0229		
F-18	1.26			0.36				
P-3	0.12	0.06	0.06	0.0686				

FLIGHT TRACK INVENTORY								SCOTT AIR FORCE BASE TRANSIENTS EXISTING / MONDAY THROUGH FRIDAY	
RUNWAY: 14									
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL		
TRACK IDENT	14DA	14DB	14DC	14DD	14DE	14DF	14AA		
TYPE A/C									
A-10A	0.0007	0.0546	0.0034	0.0027	0.002	0.0048	0.0682		
A-3		0.0025	0.0002	0.0001	0.0001	0.0002	0.0031		
A-37	0.002	0.1563	0.0098	0.0078	0.0059	0.0137	0.1954		
A-4	0.0009	0.0719	0.0045	0.0036	0.0027	0.0063	0.0899		
A-6	0.0008	0.0620	0.0039	0.0031	0.0023	0.0054	0.0775		
A-7	0.0002	0.0174	0.0011	0.0009	0.0007	0.0015	0.0217		
B-1		0.0025	0.0002	0.0001	0.0001	0.0002	0.0031		
		0.0025	0.0002	0.0001	0.0001	0.0002	0.0031		

FLIGHT TRACK INVENTORY								SCOTT AIR FORCE BASE TRANSIENTS EXISTING / MONDAY THROUGH FRIDAY	
RUNWAY: 14									
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL		
TRACK IDENT	14DA	14DB	14DC	14DD	14DE	14DF	14AA		
TYPE A/C									
C-12	0.0033	0.2654	0.0166	0.0133	0.01	0.0232	0.3349		
	0.0001	0.0099	0.0006	0.0005	0.0004	0.0009	0.0093		
C-130	0.001	0.0819	0.0051	0.0041	0.0031	0.0072	0.1023		
C-130A	0.0002	0.0149	0.0009	0.0007	0.0006	0.0013	0.0186		
C-130H	0.003	0.2431	0.0152	0.0122	0.0091	0.0213	0.2884		
		0.0025	0.0002	0.0001	0.0001	0.0002	0.0186		
C-137		0.0025	0.0002	0.0001	0.0001	0.0002	0.0031		
C-20	0.0001	0.0099	0.0006	0.0005	0.0004	0.0009	0.0124		
C-21	0.0124	0.9898	0.0619	0.0495	0.0371	0.0866	1.2372		
	0.0005	0.0397	0.0025	0.002	0.0015	0.0035	0.0496		

FLIGHT TRACK INVENTORY								SCOTT AIR FORCE BASE	
RUNWAY: 14								TRANSIENTS	
								EXISTING / MONDAY THROUGH FRIDAY	
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL		
TRACK IDENT.									
TYPE A/C	14DA	14DB	14DC	14DD	14DE	14DF	14AA		
C-22	0.0003	0.0248	0.0016	0.0012	0.0009	0.0022	0.031		
C-9	0.0008	0.062	0.0039	0.0031	0.0023	0.0054	0.0806		
		0.0025	0.0002	0.0001	0.0001	0.0002			
C-7	0.0001	0.005	0.0003	0.0002	0.0002	0.0004	0.0062		
U-21	0.001	0.0769	0.0048	0.0038	0.0029	0.0067	0.0961		
U-6	0.0001	0.005	0.0003	0.0002	0.0002	0.0004	0.0062		
L-1011									
		0.0025	0.0002	0.0001	0.0001	0.0002	0.0031		
B-727	0.0002	0.0149	0.0009	0.0007	0.0006	0.0013	0.0186		

FLIGHT TRACK INVENTORY								SCOTT AIR FORCE BASE	
RUNWAY: 14								TRANSIENTS	
								EXISTING / MONDAY THROUGH FRIDAY	
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL		
TRACK IDENT.									
TYPE A/C	14DA	14DB	14DC	14DD	14DE	14DF	14AA		
B-757		0.0025	0.0002	0.0001	0.0001	0.0002	0.0031		
LearJet		0.0025	0.0002	0.0001	0.0001	0.0002	0.0031		
Cessna	0.0003	0.0223	0.0014	0.0011	0.0008	0.002	0.0279		
2-Eng. Turbo	0.0002	0.0149	0.0009	0.0007	0.0006	0.0013	0.0186		
KC-10	0.0002	0.0124	0.0008	0.0006	0.0005	0.0011	0.0155		
KC-135R	0.0001	0.005	0.0003	0.0002	0.0002	0.0004	0.0062		
OV-10		0.0025	0.0002	0.0001	0.0001	0.0002	0.0031		

<div> <div>FLIGHT TRACK INVENTORY</div> <div>SCOTT AIR FORCE BASE</div> <div>TRANSIENTS</div> <div>EXISTING / MONDAY THROUGH FRIDAY</div> </div>							
RUNWAY: 14							
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL
TRACK IDENT.	14DA	14DB	14DC	14DD	14DE	14DF	14AA
TYPE A/C							
P-3	0.0009	0.0719	0.0045	0.0036	0.0027	0.0063	0.0899
S-3A	0.0001	0.0075	0.0005	0.0004	0.0003	0.0007	0.0093
T-2C	0.0011	0.0868	0.0054	0.0043	0.0033	0.0076	0.1085
T-33	0.0001	0.005	0.0003	0.0002	0.0002	0.0004	0.0062
T-34	0.0002	0.0174	0.0011	0.0009	0.0007	0.0015	0.0217
T-37	0.0036	0.2902	0.0181	0.0145	0.0109	0.0254	0.3628
T-38	0.006	0.4837	0.0302	0.0242	0.0181	0.0423	0.6046

<div> <div>FLIGHT TRACK INVENTORY</div> <div>SCOTT AIR FORCE BASE</div> <div>TRANSIENTS</div> <div>EXISTING / MONDAY THROUGH FRIDAY</div> </div>							
RUNWAY: 14							
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL
TRACK IDENT.	14DA	14DB	14DC	14DD	14DE	14DF	14AA
TYPE A/C							
T-39	0.0003	0.0248	0.0016	0.0012	0.0009	0.0022	0.031
		0.0025	0.0002	0.0001	0.0001	0.0002	0.0031
T-41	0.0003	0.0273	0.0017	0.0014	0.001	0.0024	0.0341
T-42	0.0002	0.0124	0.0008	0.0006	0.0005	0.0011	0.0155
T-43	0.0004	0.0347	0.0022	0.0017	0.0013	0.003	0.0434
T-44	0.0001	0.0075	0.0005	0.0004	0.0003	0.0007	0.0093

<div> <div>FLIGHT TRACK INVENTORY</div> <div>RUNWAY: 14Z</div> </div> <div> <div>SCOTT AIR FORCE BASE</div> <div>TRANSIENTS</div> <div>EXISTING / MONDAY THROUGH FRIDAY</div> </div>							
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL
TRACK IDENT.	4ZDA	4ZDB	4ZDC	4ZDD	4ZDE	4ZDF	4ZAA
TYPE A/C							
F-111A	0.0001	0.0099	0.0006	0.0005	0.0004	0.0009	0.0124
F-14	0.0007	0.0546	0.0034	0.0027	0.002	0.0048	0.0682
F-15	0.0026	0.2059	0.0129	0.0103	0.0077	0.018	0.2574
F-16	0.0018	0.1439	0.009	0.0072	0.0054	0.0126	0.1798
F-18	0.0034	0.2704	0.0169	0.0135	0.0101	0.0237	0.3380
F-4	0.0029	0.2356	0.0147	0.0118	0.0088	0.0206	0.2946
F-5E	0.0001	0.005	0.0003	0.0002	0.0002	0.0004	0.0062

<div> <div>FLIGHT TRACK INVENTORY</div> <div>RUNWAY: 14Z</div> </div> <div> <div>SCOTT AIR FORCE BASE</div> <div>TRANSIENTS</div> <div>EXISTING / MONDAY THROUGH FRIDAY</div> </div>							
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL
TRACK IDENT.	4ZDA	4ZDB	4ZDC	4ZDD	4ZDE	4ZDF	4ZAA
TYPE A/C							
FB-111	0.0001	0.0075	0.0005	0.0004	0.0003	0.0007	0.0093
C-141	0.0014	0.1141	0.0071	0.0057	0.0043	0.01	0.1581
C-5A	0.0002	0.0149	0.0009	0.0007	0.0006	0.0013	0.0031
	0.0003	0.0273	0.0017	0.0014	0.001	0.0024	0.031
							0.0031

FLIGHT TRACK INVENTORY								SCOTT AIR FORCE BASE	
RUNWAY: 32								TRANSIENTS	
								EXISTING / MONDAY THROUGH FRIDAY	
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL		
TRACK IDENT.	32DA	32DB	32DC	32DD	32DE	32DF	32AA		
TYPE AC									
A-10A	0.001	0.0041	0.0205	0.0205	0.0512	0.0051	0.1023		
A-3		0.0002	0.0009	0.0009	0.0023	0.0002	0.0047		
A-37	0.0029	0.0117	0.0586	0.0586	0.1465	0.0147	0.293		
A-4	0.0013	0.0054	0.027	0.027	0.0674	0.0067	0.1349		
A-6	0.0012	0.0047	0.0233	0.0233	0.0581	0.0058	0.1163		
A-7	0.0003	0.0013	0.0065	0.0065	0.0163	0.0016	0.0326		
B-1		0.0002	0.0009	0.0009	0.0023	0.0002	0.0047		
		0.0002	0.0009	0.0009	0.0023	0.0002	0.0047		

FLIGHT TRACK INVENTORY								SCOTT AIR FORCE BASE	
RUNWAY: 32								TRANSIENTS	
								EXISTING / MONDAY THROUGH FRIDAY	
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL		
TRACK IDENT.	32DA	32DB	32DC	32DD	32DE	32DF	32AA		
TYPE AC									
C-12	0.005	0.0199	0.0995	0.0995	0.2489	0.0249	0.5023		
	0.0002	0.0007	0.0037	0.0037	0.0093	0.0009	0.014		
C-130	0.0015	0.0061	0.0307	0.0307	0.0767	0.0077	0.1535		
C-130A	0.0003	0.0011	0.0056	0.0056	0.014	0.0014	0.0279		
C-130H	0.0046	0.0182	0.0912	0.0912	0.2279	0.0228	0.4325		
		0.0002	0.0009	0.0009	0.0023	0.0002	0.0279		
C-137		0.0002	0.0009	0.0009	0.0023	0.0002	0.0047		
C-20	0.0002	0.0007	0.0037	0.0037	0.0093	0.0009	0.0186		
C-21	0.0186	0.0742	0.3712	0.3712	0.9279	0.0928	1.8558		
	0.0007	0.003	0.0149	0.0149	0.0372	0.0037	0.0744		

FLIGHT TRACK INVENTORY								SCOTT AIR FORCE BASE
RUNWAY: 32								TRANSIENTS
								EXISTING / MONDAY THROUGH FRIDAY
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL	
TRACK IDENT.								
TYPE A/C	32DA	32DB	32DC	32DD	32DE	32DF	32AA	
C-22	0.0005	0.0019	0.0093	0.0093	0.0233	0.0023	0.0465	
C-9	0.0012	0.0047	0.0233	0.0233	0.0581	0.0058	0.121	
C-7	0.0001	0.0002	0.0009	0.0009	0.0023	0.0002		
U-21	0.0014	0.0058	0.0288	0.0288	0.0721	0.0072	0.1442	
U-6	0.0001	0.0004	0.0019	0.0019	0.0047	0.0005	0.0093	
L-1011		0.0002	0.0009	0.0009	0.0023	0.0002	0.0047	
B-727	0.0003	0.0011	0.0056	0.0056	0.014	0.0014	0.0279	

FLIGHT TRACK INVENTORY							SCOTT AIR FORCE BASE	
RUNWAY: 32							TRANSIENTS	
							EXISTING / MONDAY THROUGH FRIDAY	
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL	
TRACK IDENT.								
TYPE A/C	32DA	32DB	32DC	32DD	32DE	32DF	32AA	
B-757		0.0002	0.0009	0.0009	0.0023	0.0002	0.0047	
LearJet		0.0002	0.0009	0.0009	0.0023	0.0002	0.0047	
Cessna	0.0004	0.0017	0.0084	0.0084	0.0209	0.0021	0.0419	
2-Eng. Turbo	0.0003	0.0011	0.0056	0.0056	0.014	0.0014	0.0279	
KC-10	0.0002	0.0009	0.0047	0.0047	0.0116	0.0012	0.0233	
KC-135R	0.0001	0.0004	0.0019	0.0019	0.0047	0.0005	0.0093	
OV-10		0.0002	0.0009	0.0009	0.0023	0.0002	0.0047	

FLIGHT TRACK INVENTORY							SCOTT AIR FORCE BASE	
RUNWAY: 32							TRANSIENTS	
							EXISTING / MONDAY THROUGH FRIDAY	
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL	
TRACK IDENT.								
TYPE AC	32DA	32DB	32DC	32DD	32DE	32DF	32AA	
P-3	0.0013	0.0054	0.027	0.027	0.0674	0.0067	0.1349	
S-3A	0.0001	0.0006	0.0028	0.0028	0.007	0.0007	0.014	
T-2C	0.0016	0.0065	0.0326	0.0326	0.0814	0.0081	0.1628	
T-33	0.0001	0.0004	0.0019	0.0019	0.0047	0.0005	0.0093	
T-34	0.0003	0.0013	0.0065	0.0065	0.0163	0.0016	0.0326	
T-37	0.0054	0.0218	0.1088	0.1088	0.2721	0.0272	0.5442	
T-38	0.0091	0.0363	0.1814	0.1814	0.4535	0.0453	0.907	

FLIGHT TRACK INVENTORY							SCOTT AIR FORCE BASE	
RUNWAY: 32							TRANSIENTS	
							EXISTING / MONDAY THROUGH FRIDAY	
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL	
TRACK IDENT	32DA	32DB	32DC	32DD	32DE	32DF	32AA	
TYPE A/C								
T-39	0.0005	0.0019	0.0093	0.0093	0.0233	0.0023	0.0465	
		0.0002	0.0009	0.0009	0.0023	0.0002	0.0047	
T-41	0.0005	0.002	0.0102	0.0102	0.0256	0.0026	0.0512	
T-42	0.0002	0.0009	0.0047	0.0047	0.0116	0.0012	0.0233	
T-43	0.0007	0.0026	0.013	0.013	0.0325	0.0033	0.0651	
T-44	0.0001	0.0006	0.0028	0.0028	0.007	0.0007	0.014	

FLIGHT TRACK INVENTORY							
RUNWAY: 32Z							
SCOTT AIR FORCE BASE							
TRANSIENTS							
EXISTING / MONDAY THROUGH FRIDAY							
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL
TRACK IDENT.	2ZDA	2ZDB	2ZDC	2ZDD	2ZDE	2ZDF	2ZAA
TYPE AC							
F-111A	0.0002	0.0007	0.0037	0.0037	0.0093	0.0009	0.0186
F-14	0.001	0.0041	0.0205	0.0205	0.0512	0.0051	0.1023
F-15	0.0039	0.0154	0.0772	0.0772	0.193	0.0193	0.3860
F-16	0.0027	0.0108	0.054	0.054	0.1349	0.0135	0.2698
F-18	0.0051	0.0203	0.1014	0.1014	0.2535	0.0254	0.507
F-4	0.0044	0.0177	0.0884	0.0884	0.2209	0.0221	0.4418
F-5E	0.0001	0.0004	0.0019	0.0019	0.0047	0.0005	0.0093

FLIGHT TRACK INVENTORY							
RUNWAY: 32Z							
SCOTT AIR FORCE BASE							
TRANSIENTS							
EXISTING / MONDAY THROUGH FRIDAY							
TRACK DESCRIPTION	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	DEPARTURE	ARRIVAL
TRACK IDENT.	2ZDA	2ZDB	2ZDC	2ZDD	2ZDE	2ZDF	2ZAA
TYPE AC							
FB-111	0.0001	0.0006	0.0028	0.0028	0.007	0.0007	0.014
C-141	0.0021	0.0086	0.0428	0.0428	0.107	0.0107	0.2372
C-5A	0.0003	0.0011	0.0056	0.0056	0.014	0.0014	0.0047
	0.0005	0.002	0.0102	0.0102	0.0256	0.0026	0.0465
							0.0047

SCOTT AFB
Transients which do closed
patterns but don't land

FLIGHT TRACK INVENTORY								
RUNWAY: <u>32</u>								
TRACK DESCRIPTION	ILS CLOSED PATTERN	CLOSED PATTERN TURN RIGHT	CLOSED PATTERN TURN LEFT	CLOSED PATTERN RIGHT TO 040 °	CLOSED PATTERN TURN RIGHT	CLOSED PATTERN TURN LEFT	CLOSED PATTERN RIGHT TO 360 °	CLOSED PATTERN RIGHT TO 070 °
TRACK IDENT	32CA	32CC	32CE	32CF	32CG	32CH	32CI	32CJ
TYPE A/C								
A-37	0.63 0	0.02 0	0.19 0	0 0	0 0	0 0	0 0	0.02 0
F-4 (Lambert)	0.72 0	0.07 0	0.22 0	0 0	0 0	0 0	0.01 0	0.06 0
F-4 (Terrehaute)	0.29 0	0 0	0 0	0 0	0 0	0 0	0 0	0.02 0
F-15	1.26 0	0 0	0 0	0 0	0 0	0 0	0.01 0	0.07 0
F-16	0.41 0	0 0	0 0	0 0	0.02 0	0.02 0	0.01 0	0.04 0
F-18	1.26 0	0 0	0 0	0 0	0 0	0 0	0.01 0	0.07 0
P-3	0.12 0	0.06 0	0.06 0	0 0	0 0	0 0	0 0	0.01 0

SCOTT AFB
Transients which do closed
patterns but don't land

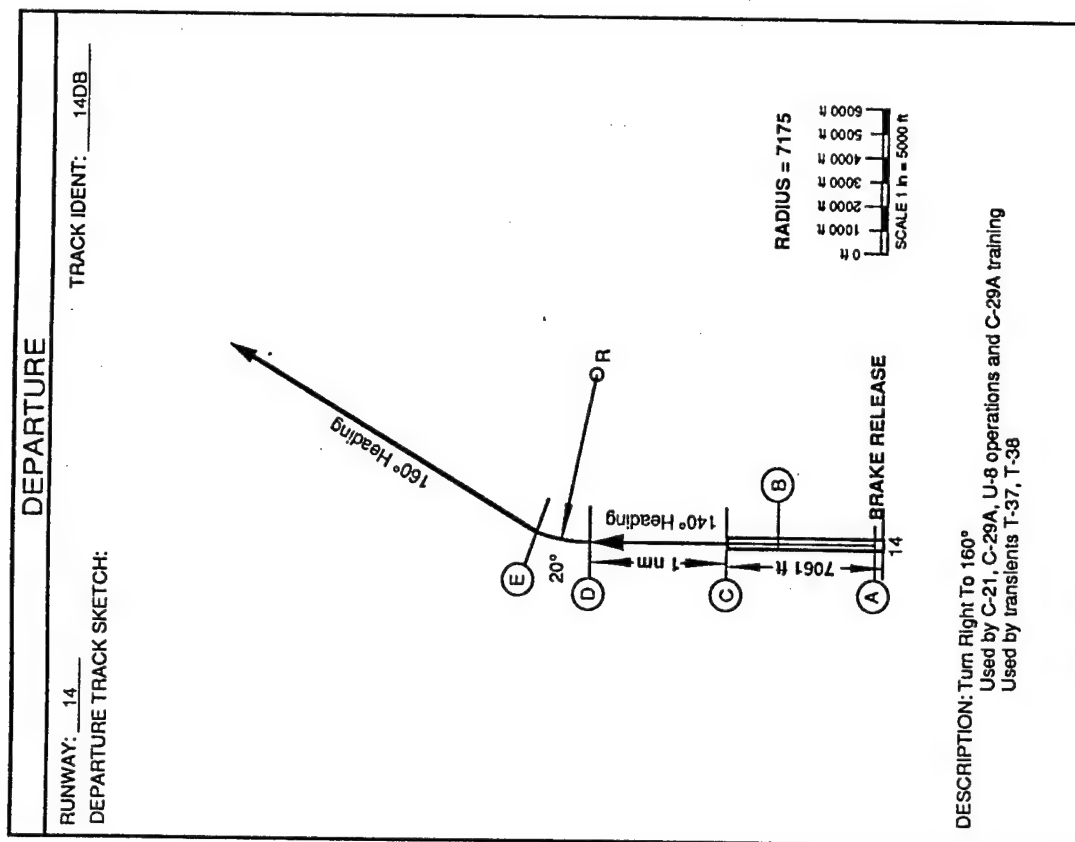
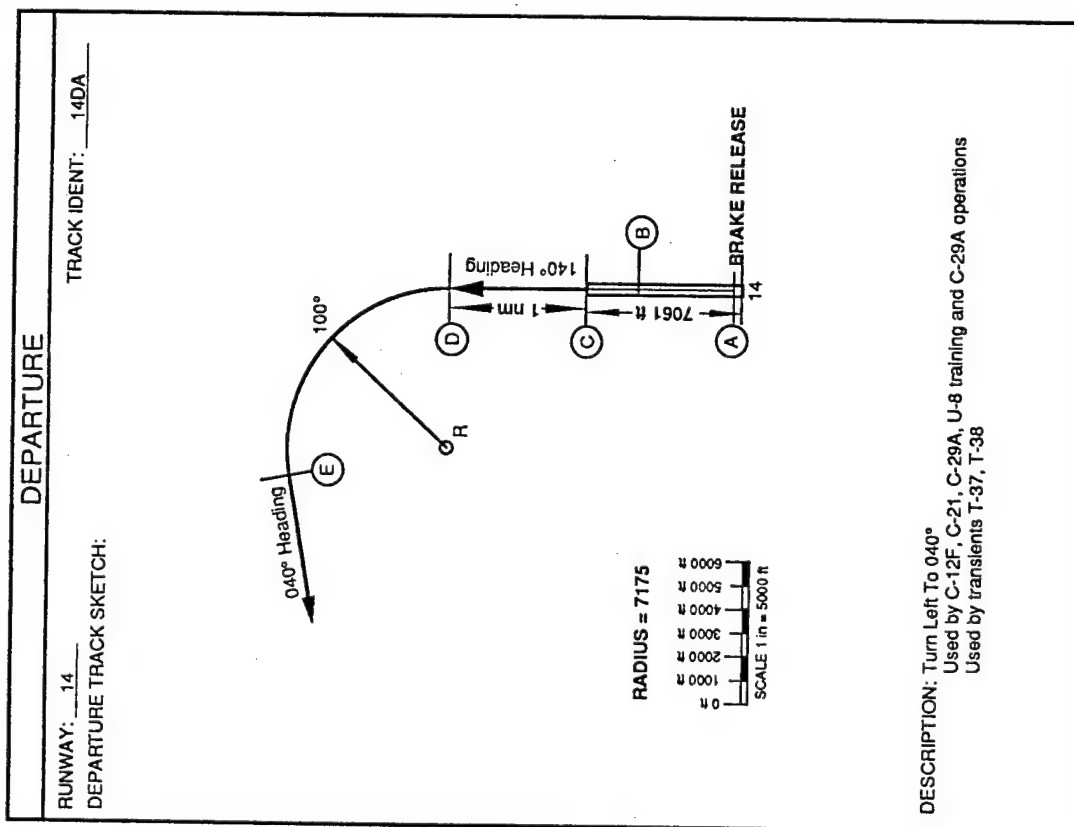
FLIGHT TRACK INVENTORY								
RUNWAY: <u>32</u>								
TRACK DESCRIPTION	CLOSED PATTERN RIGHT TO 100 °	CLOSED PATTERN LEFT TO 160 °	CLOSED PATTERN LEFT TO 180 °					
TRACK IDENT	32CK	32CL	32CM					
TYPE A/C								
A-37	0.02 0	0.06 0	0.01 0					
F-4 (Lambert)	0.06 0	0.14 0	0.01 0					
F-4 (Terrehaute)	0.02 0	0.05 0	0 0					
F-15	0.07 0	0.18 0	0.02 0					
F-16	0.04 0	0.09 0	0.01 0					
F-18	0.07 0	0.18 0	0.02 0					
P-3	0.01 0	0.03 0	0 0					

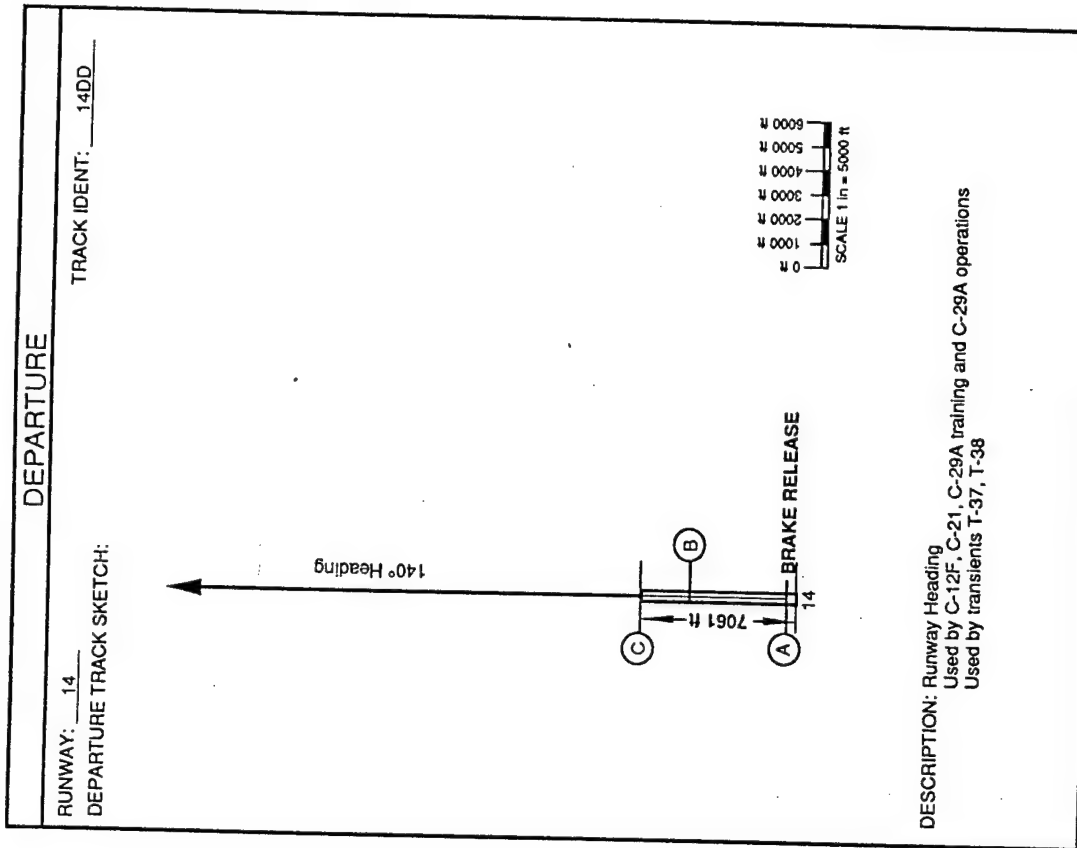
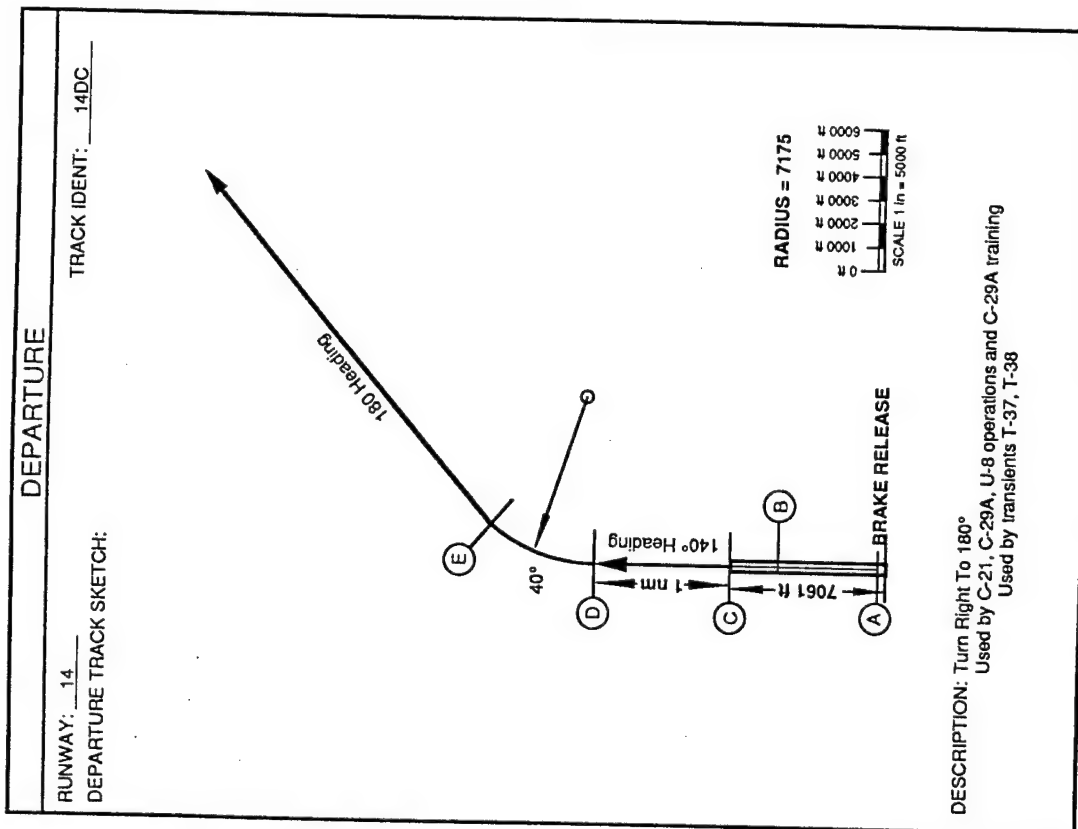
SCOTT AFB
Transients which do closed
patterns but don't land

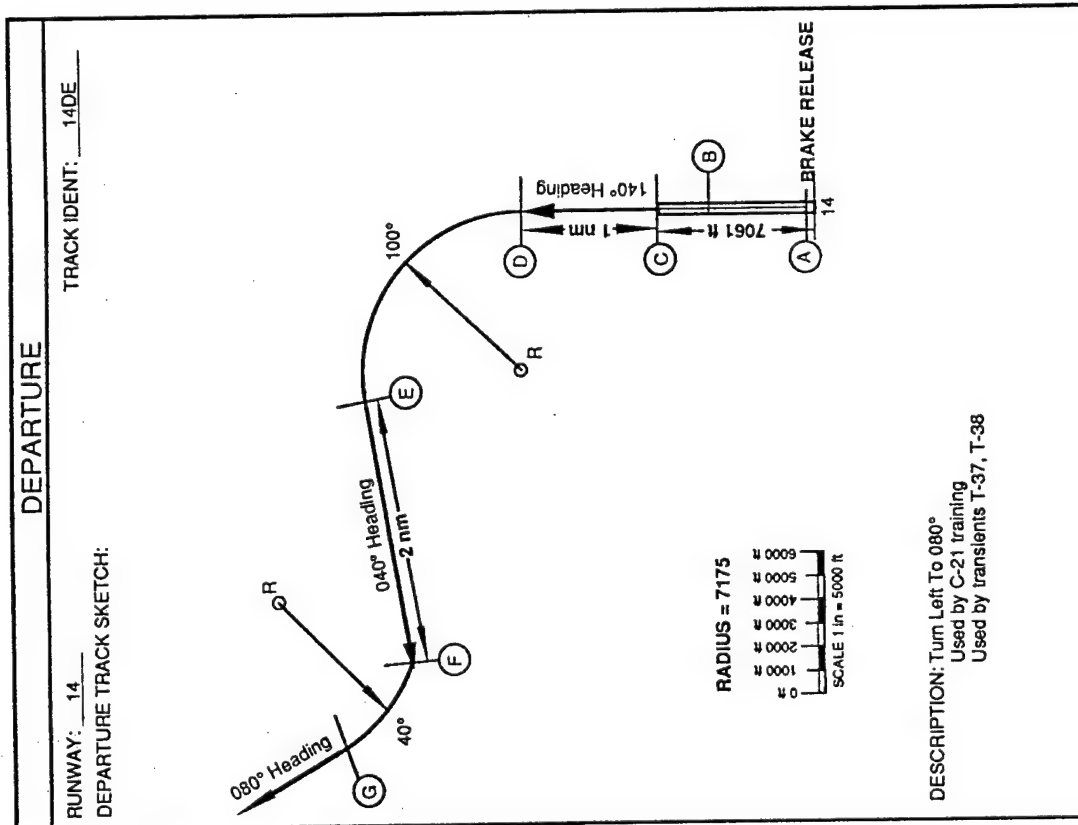
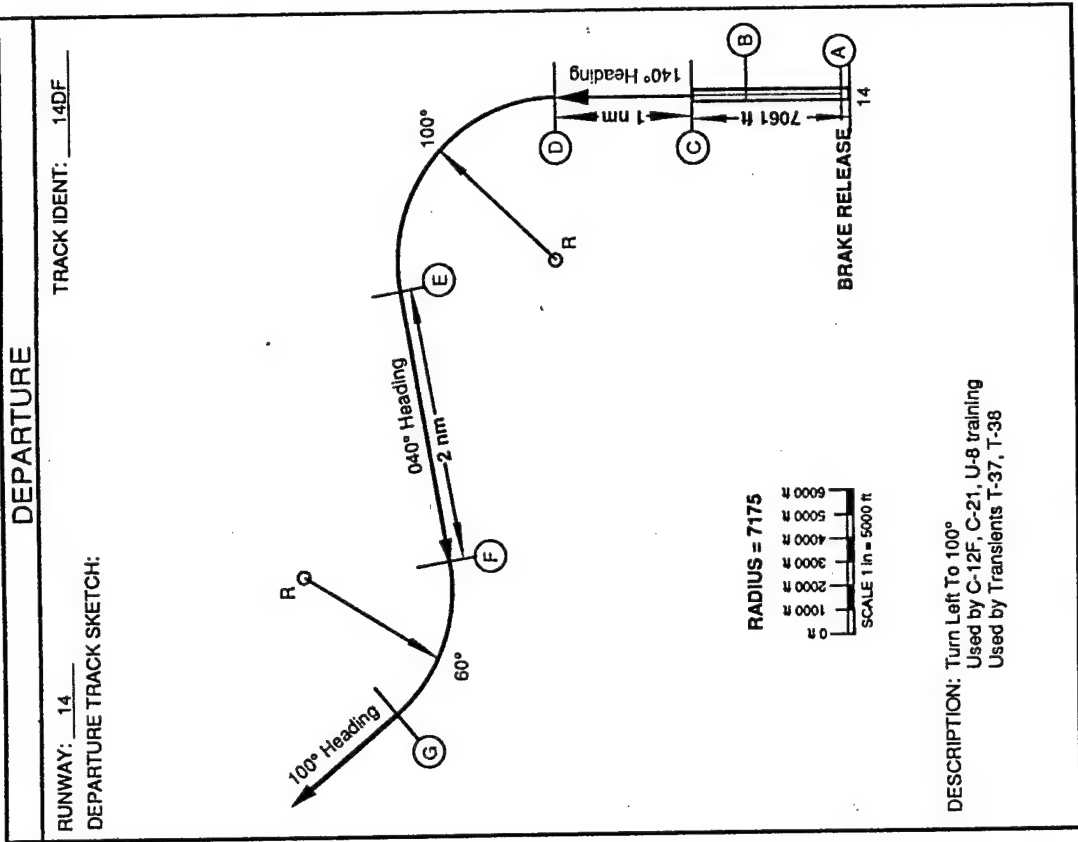
FLIGHT TRACK INVENTORY								
RUNWAY: 14								
TRACK DESCRIPTION	ILS CLOSED PATTERN	CLOSED PATTERN TURN RIGHT	CLOSED PATTERN TURN LEFT	CLOSED PATTERN LEFT TO 040°	CLOSED PATTERN TURN RIGHT	CLOSED PATTERN TURN LEFT	CLOSED PATTERN RIGHT TO 160°	CLOSED PATTERN RIGHT TO 180°
TRACK IDENT	14CA	14CC	14CE	14CF	14CG	14CH	14CI	14CJ
TYPE A/C								
A-37	0.42 0	0.01 0	0.13 0	0 0	0 0	0 0	0.06 0	0 0
F-4 (Lambert)	0.48 0	0.14 0	0.05 0	0 0	0 0	0 0	0.15 0	0.01 0
F-4 (Terrehaute)	0.19 0	0 0	0 0	0 0	0 0	0 0	0.05 0	0 0
F-15	0.84 0	0 0	0 0	0 0	0 0	0 0	0.19 0	0.01 0
F-16	0.27 0	0 0	0 0	0 0	0.02 0	0.02 0	0.10 0	0.01 0
F-18	0.84 0	0 0	0 0	0 0	0 0	0 0	0.19 0	0.01 0
P-3	0.08 0	0.04 0	0.04 0	0 0	0 0	0 0	0.04 0	0 0

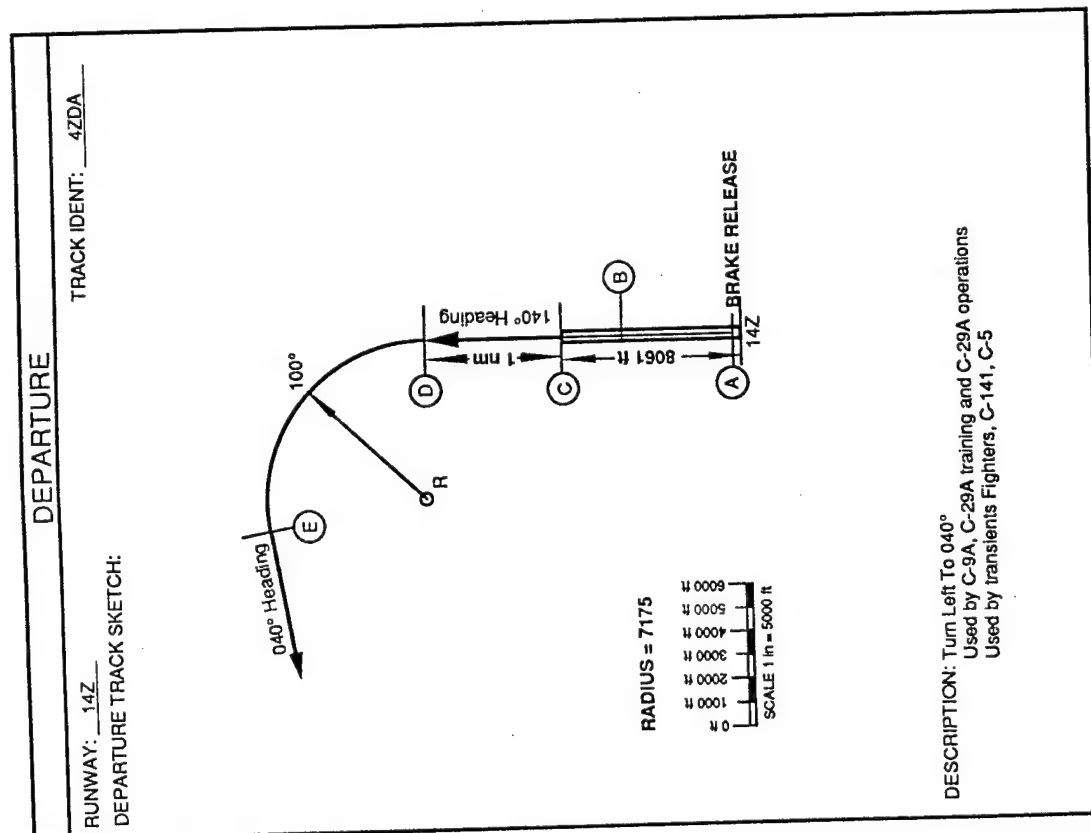
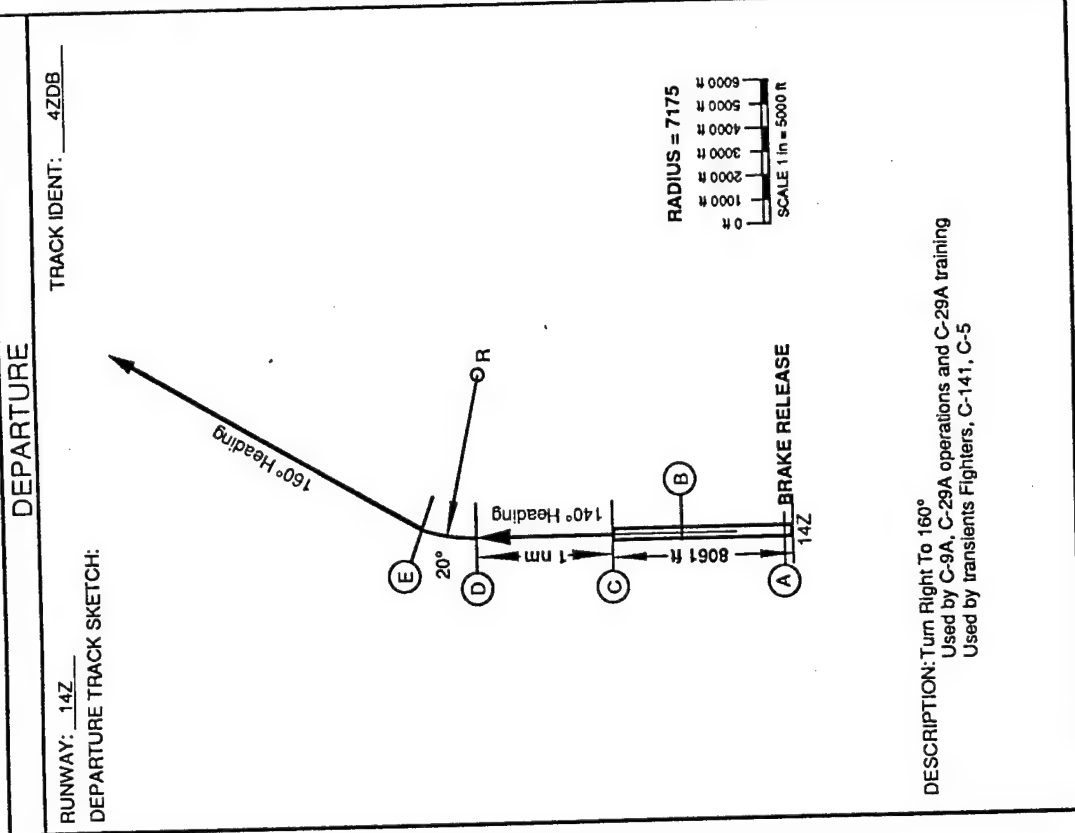
SCOTT AFB
Transients which do closed
patterns but don't land

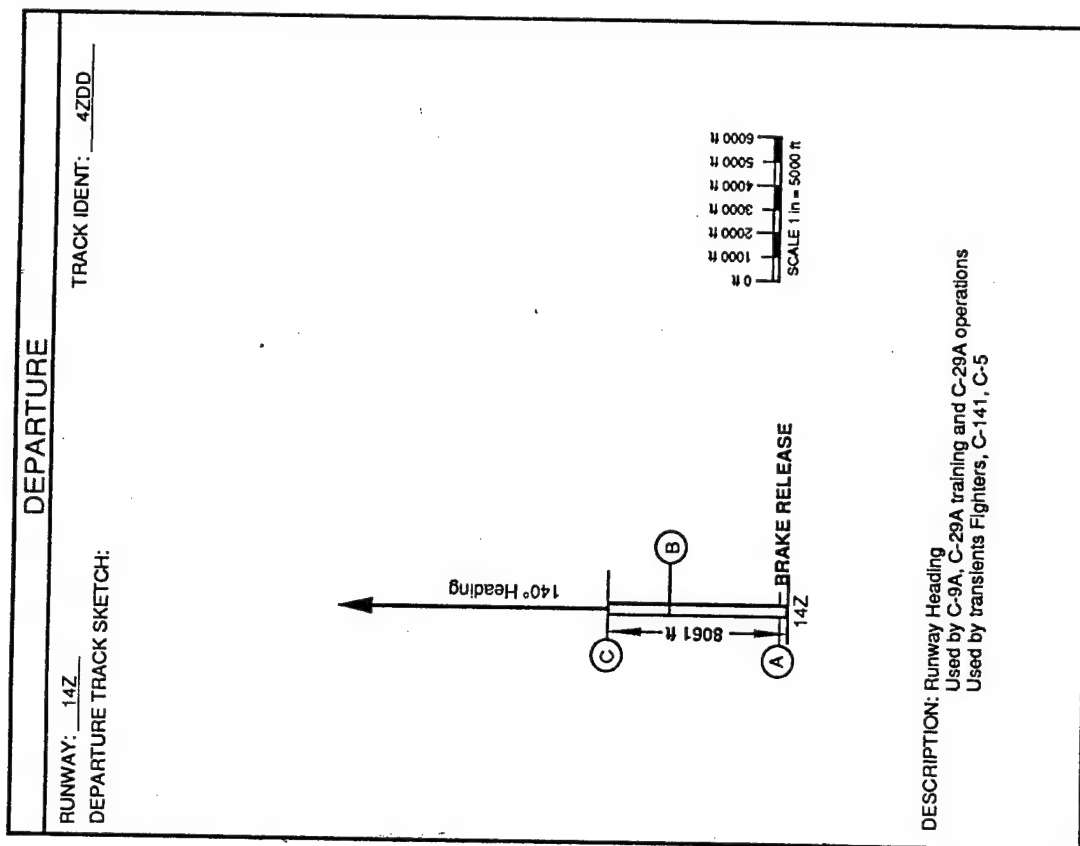
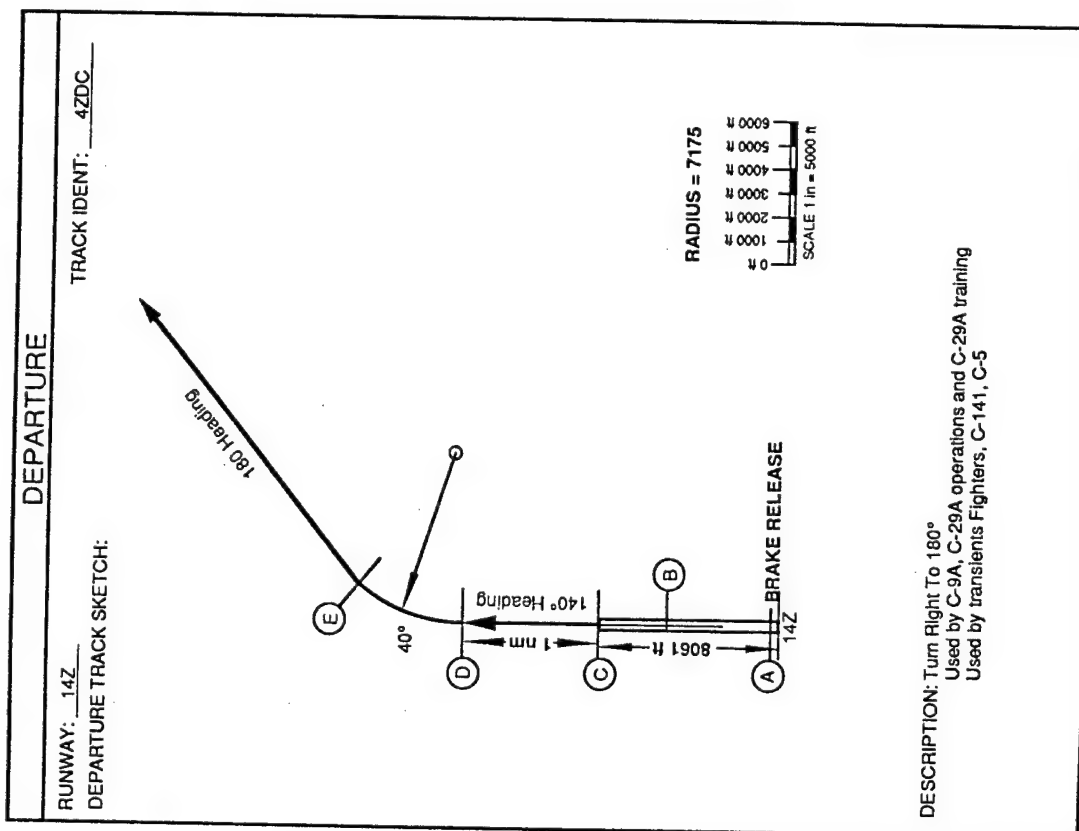
FLIGHT TRACK INVENTORY								
RUNWAY: 14								
TRACK DESCRIPTION	CLOSED PATTERN STRAIGHT OUT	CLOSED PATTERN LEFT TO 070°	CLOSED PATTERN LEFT TO 100°					
TRACK IDENT	14CK	14CL	14CM					
TYPE A/C								
A-37	0 0	0 0	0.01 0					
F-4 (Lambert)	0.01 0	0.01 0	0.01 0					
F-4 (Terrehaute)	0 0	0 0	0 0					
F-15	0.01 0	0.01 0	0.02 0					
F-16	0 0	0 0	0.01 0					
F-18	0.01 0	0.01 0	0.02 0					
P-3	0 0	0 0	0 0					

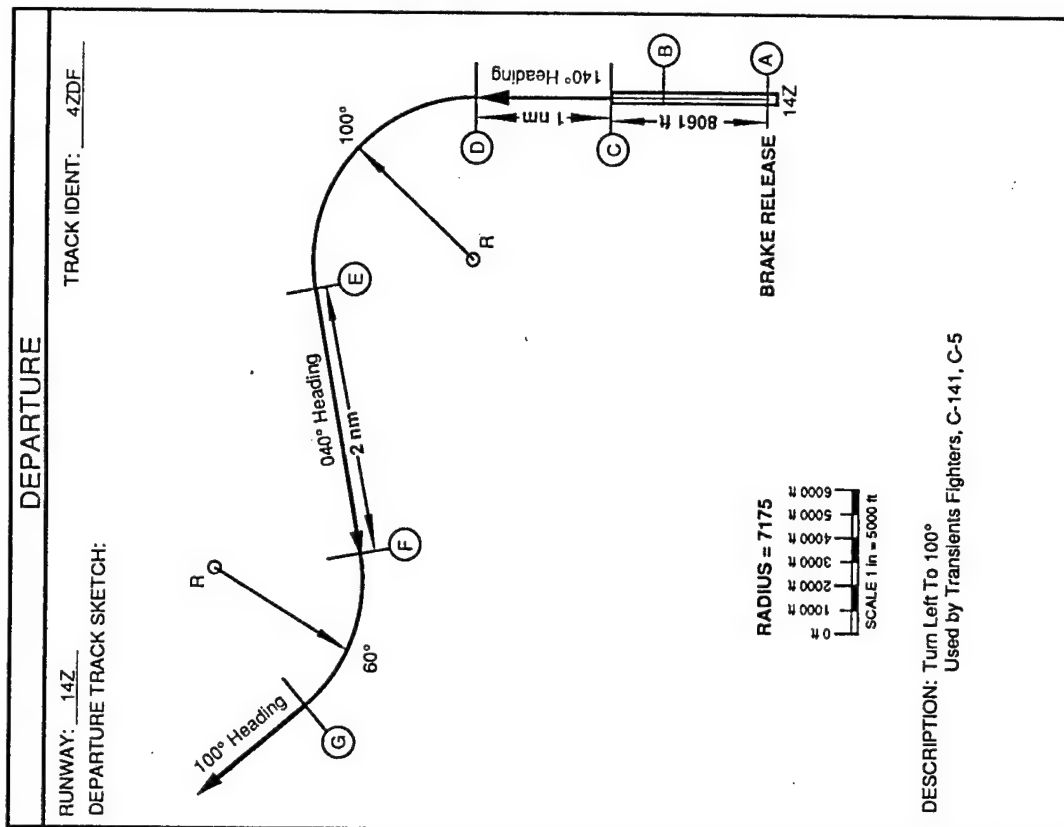
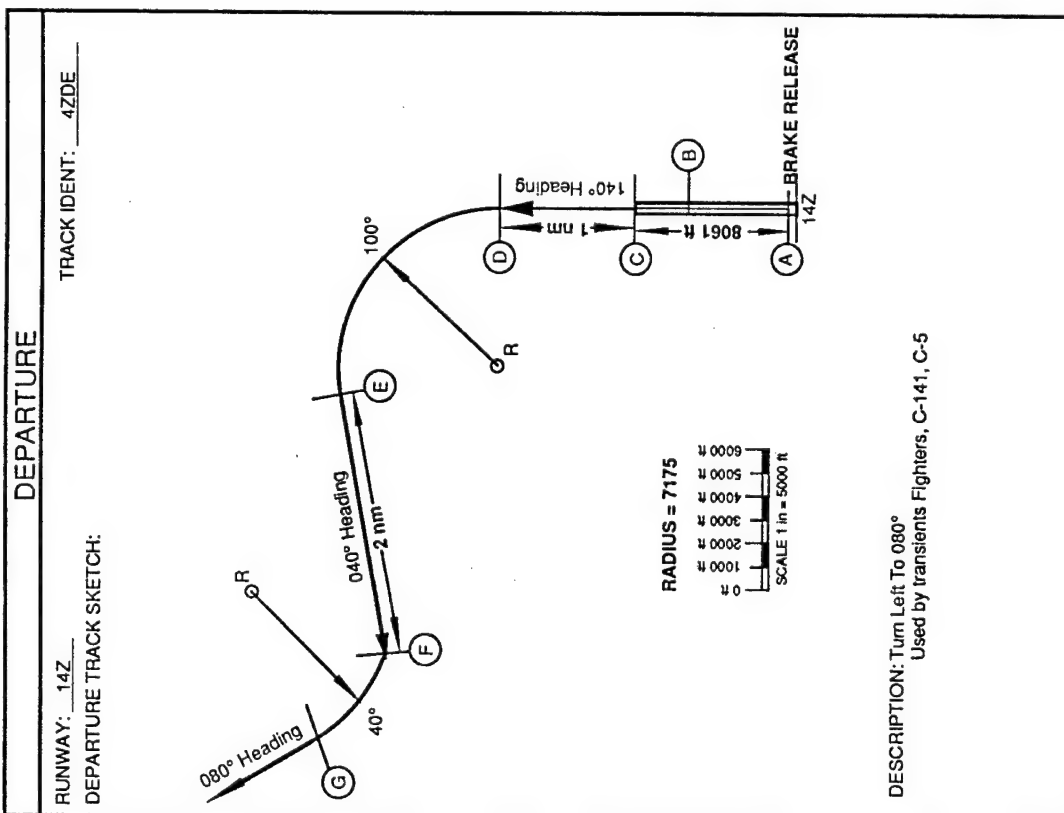


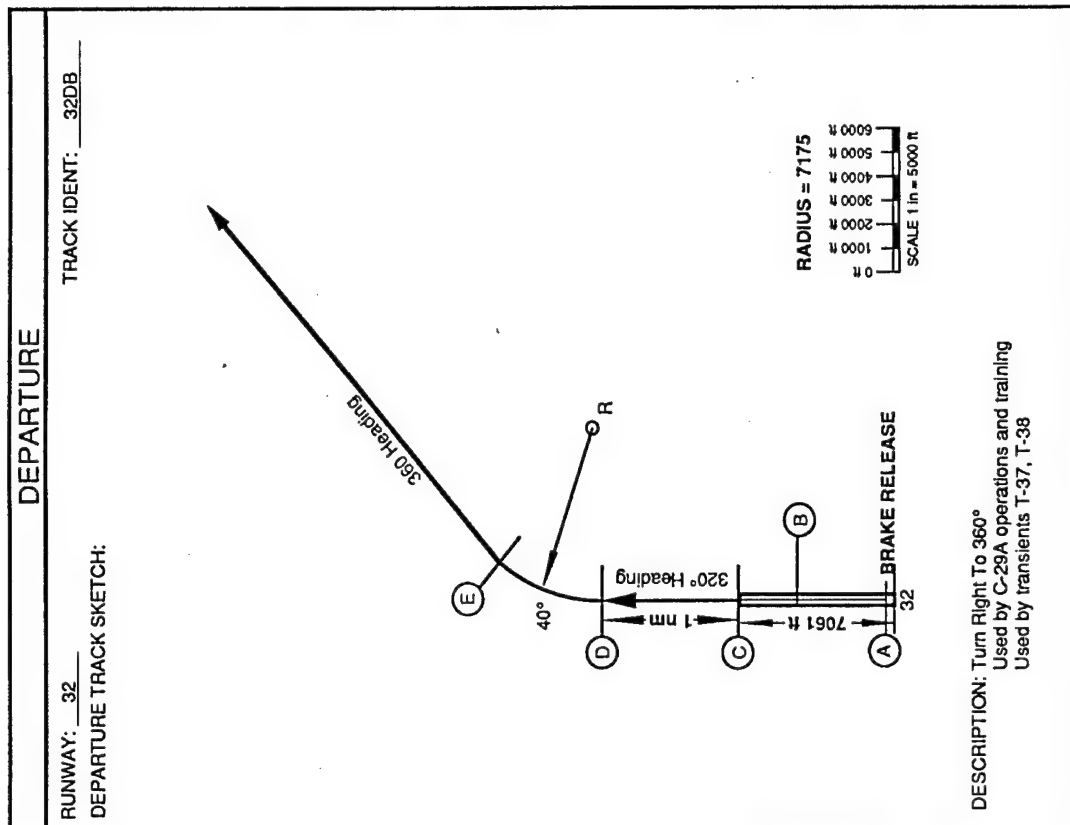
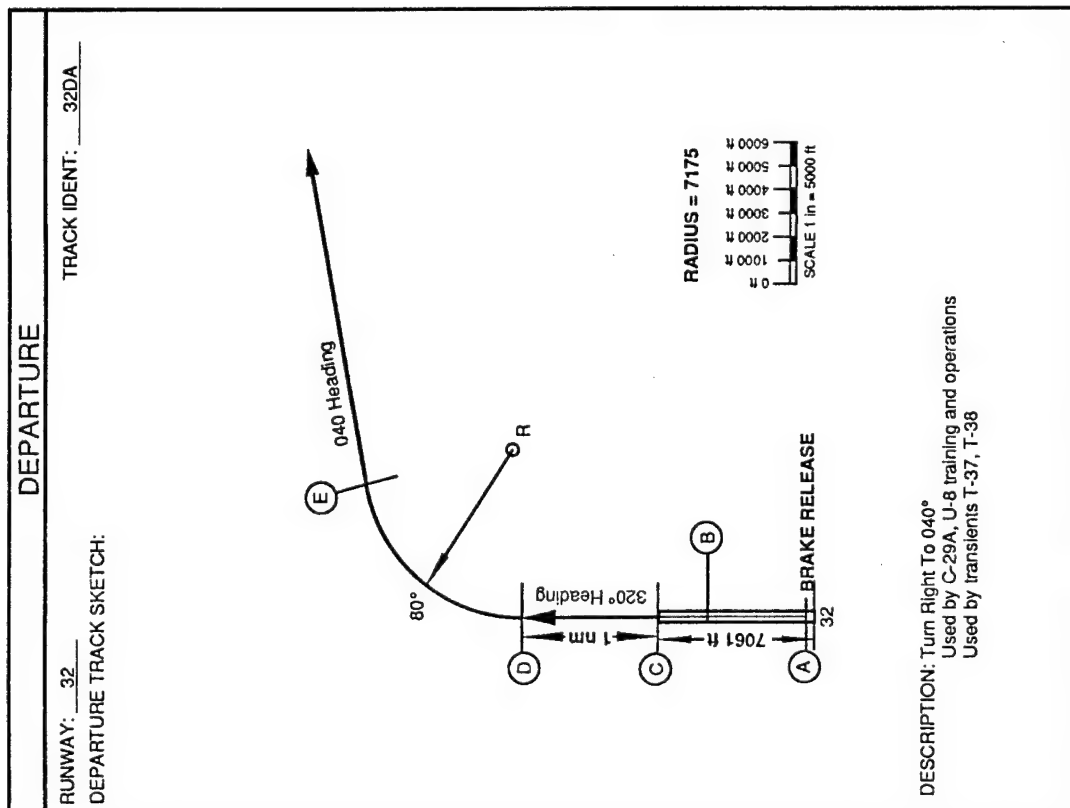








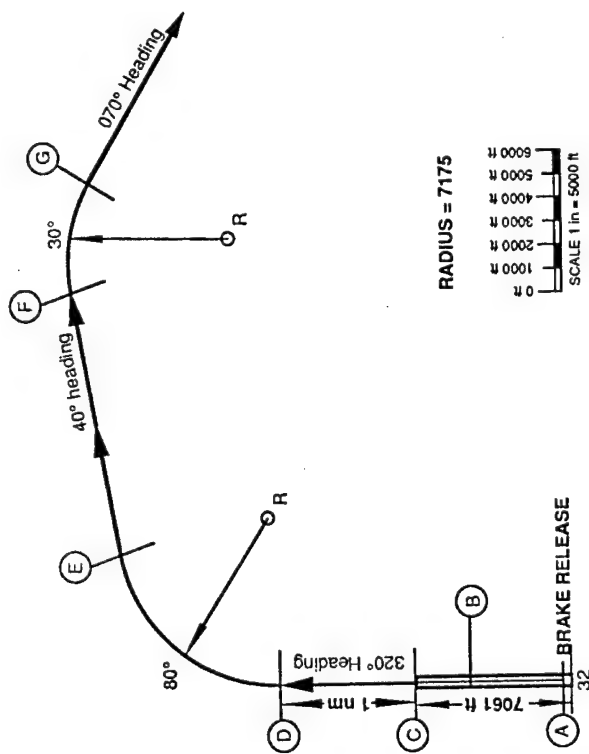




DEPARTURE

RUNWAY: 32 TRACK IDENT: 32DC

DEPARTURE TRACK SKETCH:

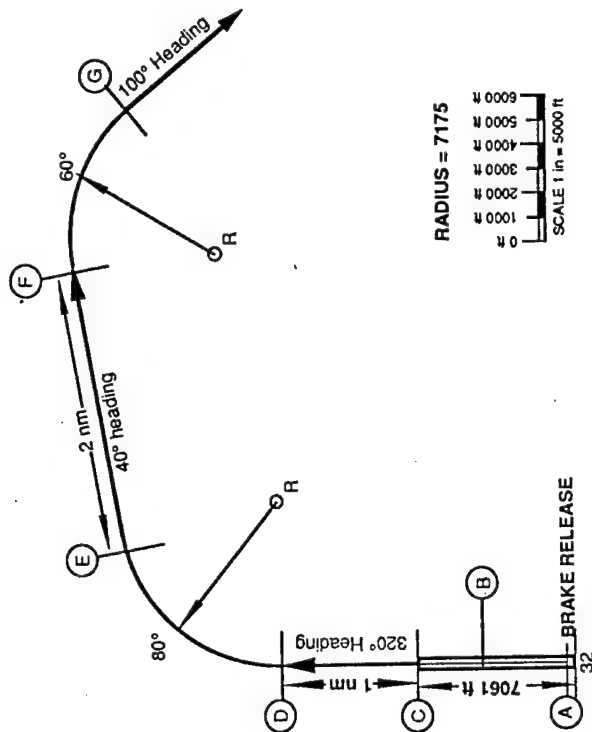


DESCRIPTION: Turn Right To 070°
Used by C-12F, C-21, C-29A operations and training
Used by transients T-37, T-38

DEPARTURE

RUNWAY: 32 TRACK IDENT: 32DD

DEPARTURE TRACK SKETCH:

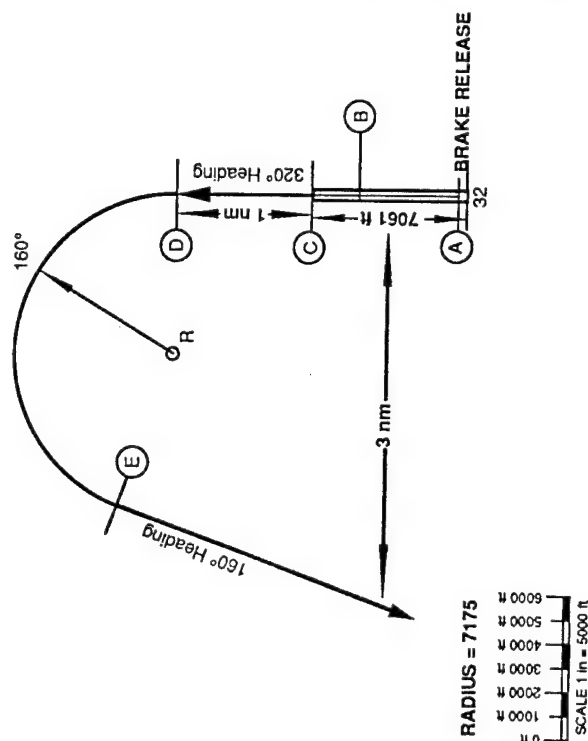


DESCRIPTION: Turn Right To 100°
Used by assigned C-12F, C-21, C-29A, U-8 operations and training
Used by transients T-37, T-38

DEPARTMENT

TRACK IDENT: 32DE

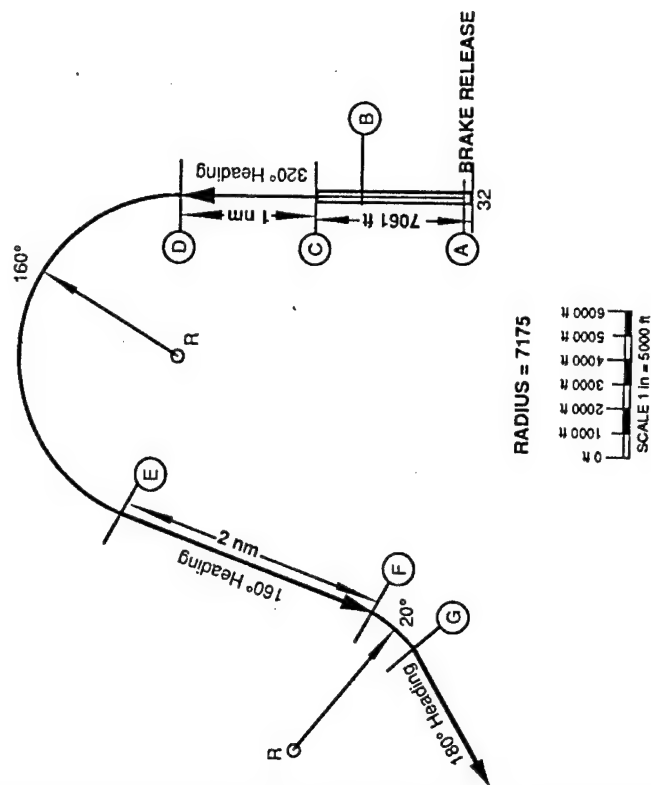
DEPARTURE TRACK SKETCH:

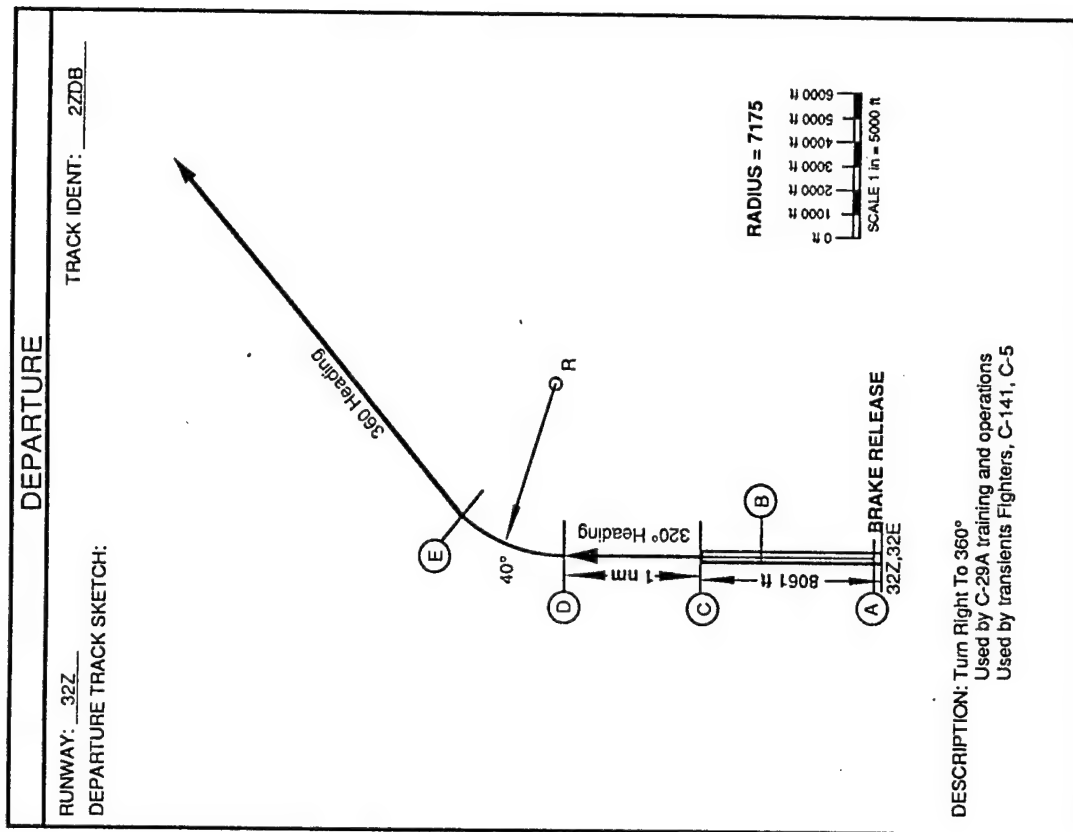
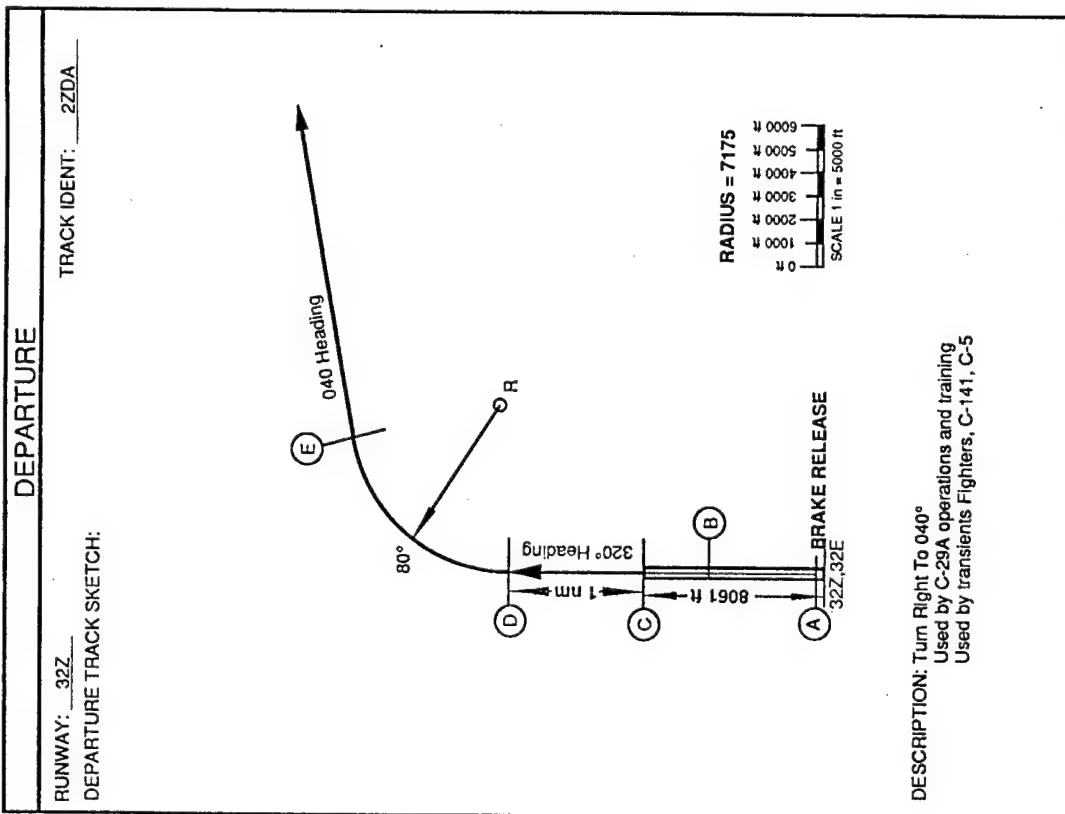


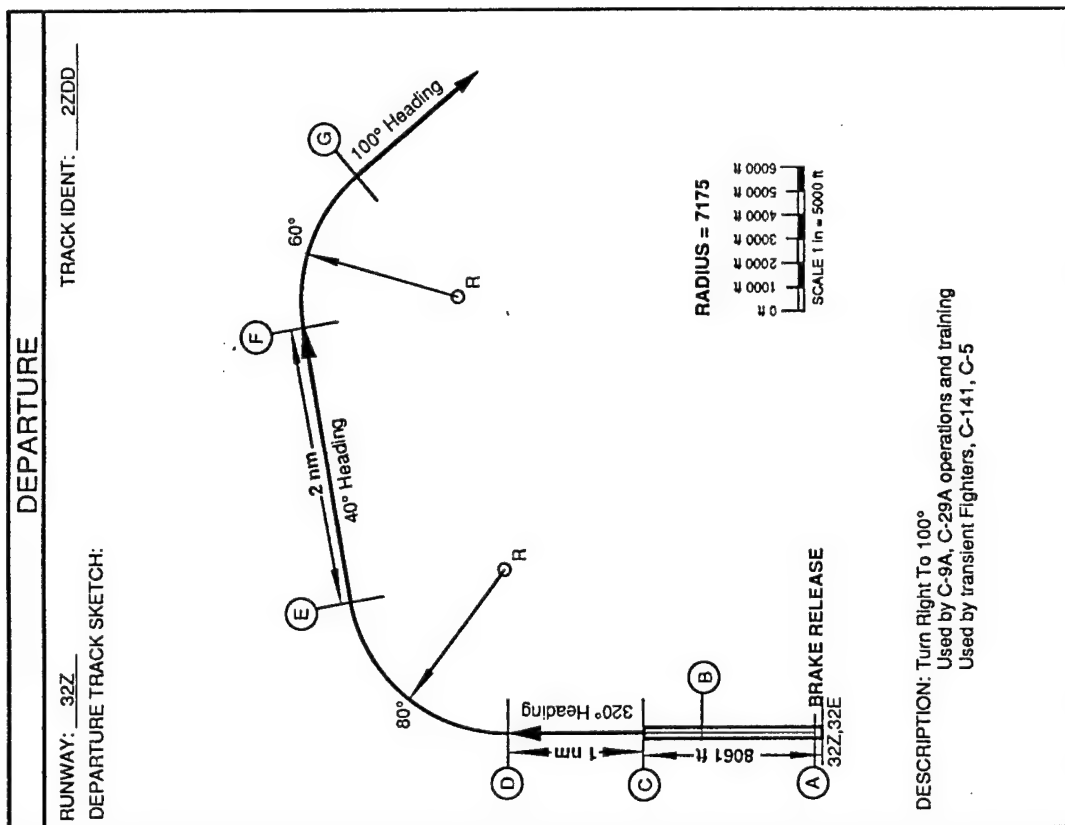
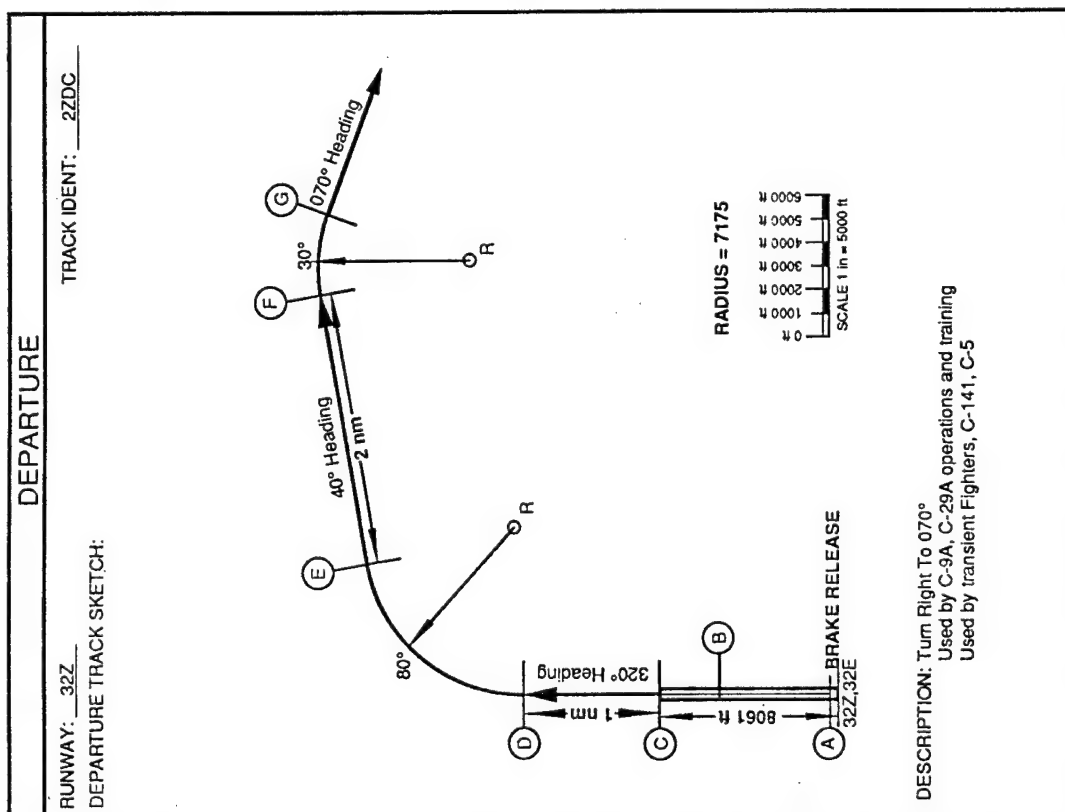
DESCRIPTION: Turn Left To 160°
Used by C-21, C-29A U-8 operations and C-29A training
Used by transients T-37, T-38

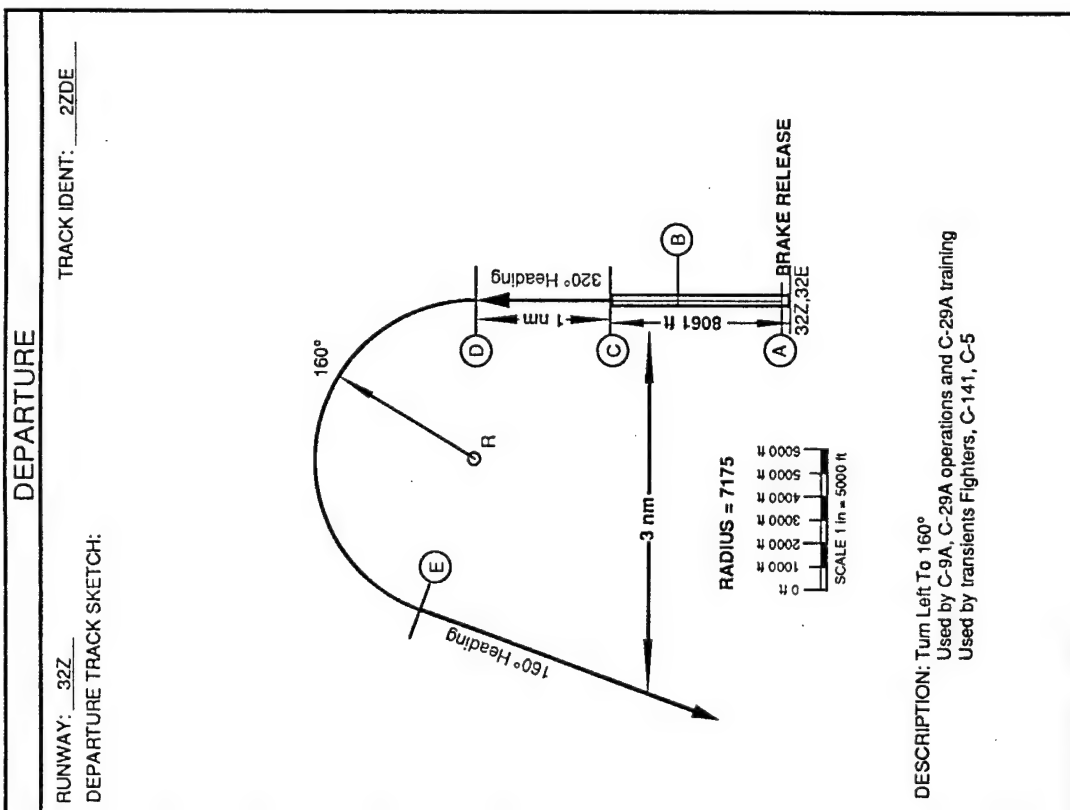
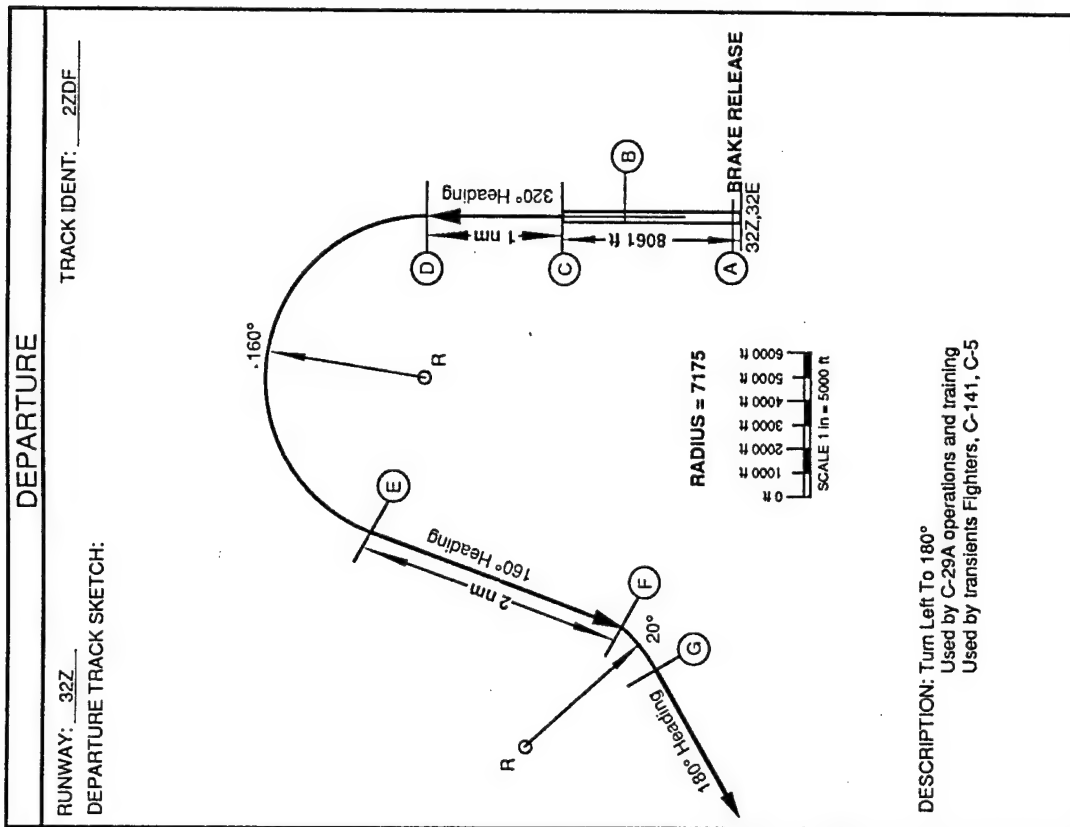
DESCRIPTION: Turn Left To 180°
Used by C-29A, U-8 operations and training
Used by transients T-37, T-38

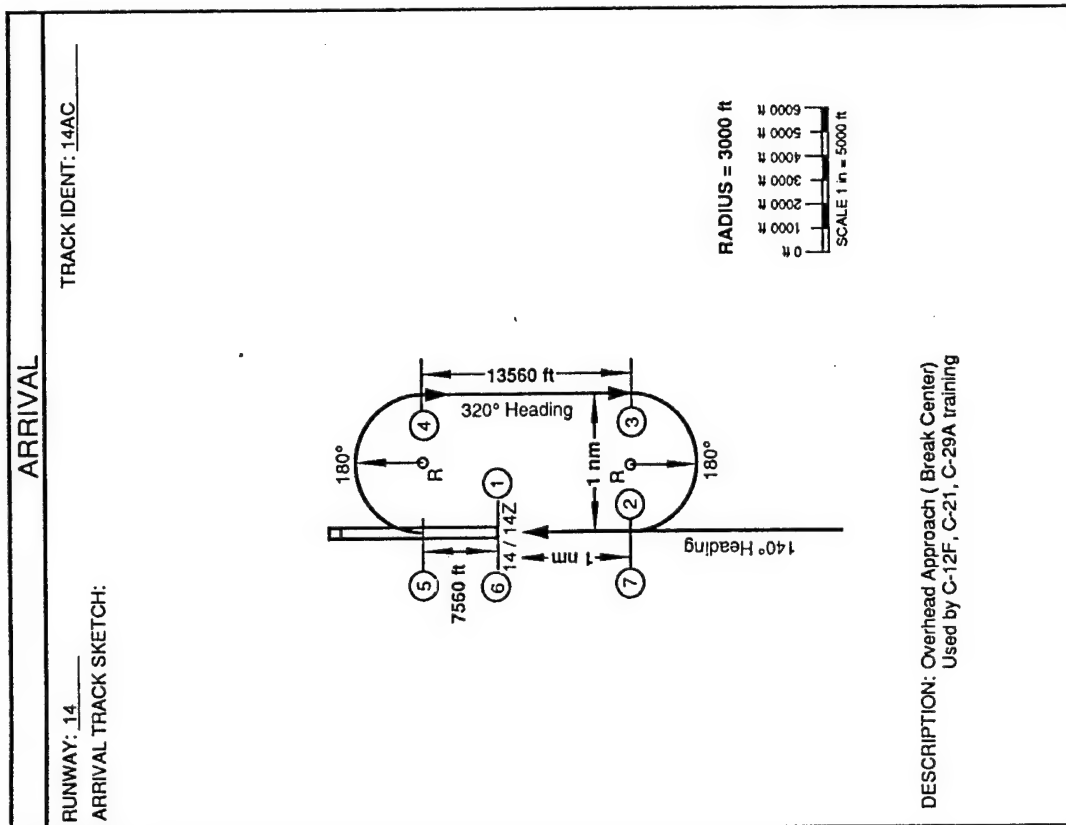
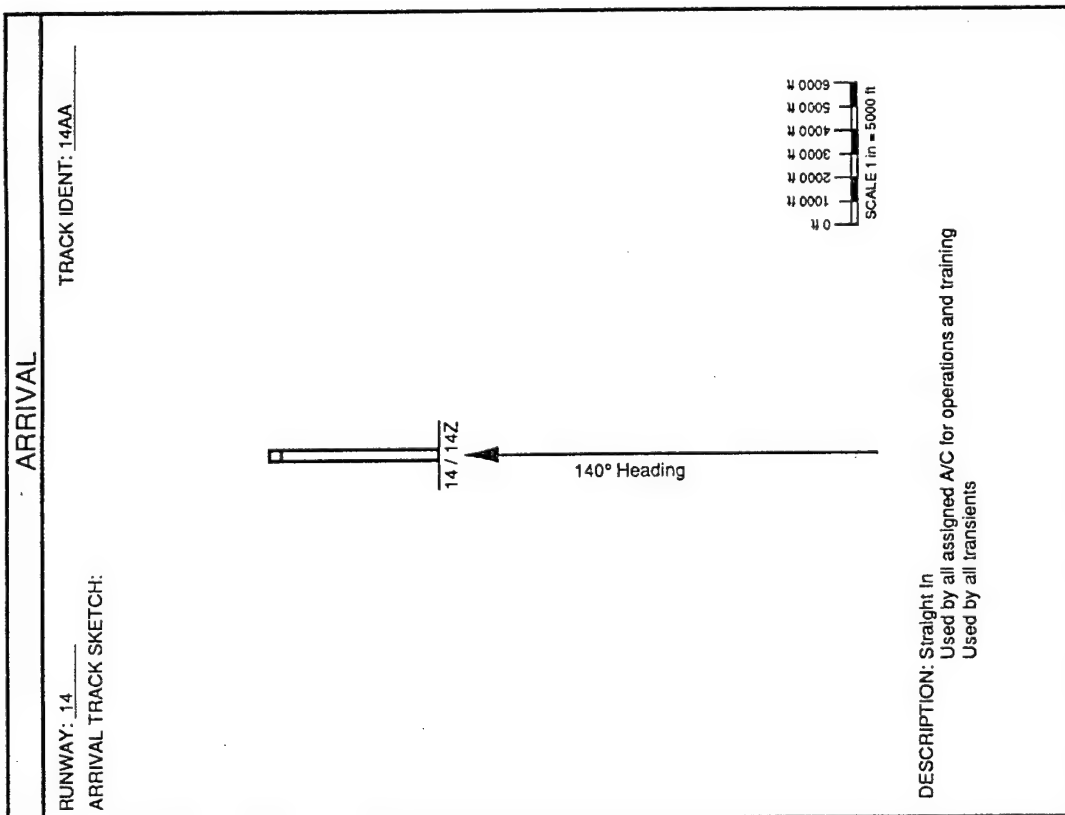
TRACK IDENT: 32DF

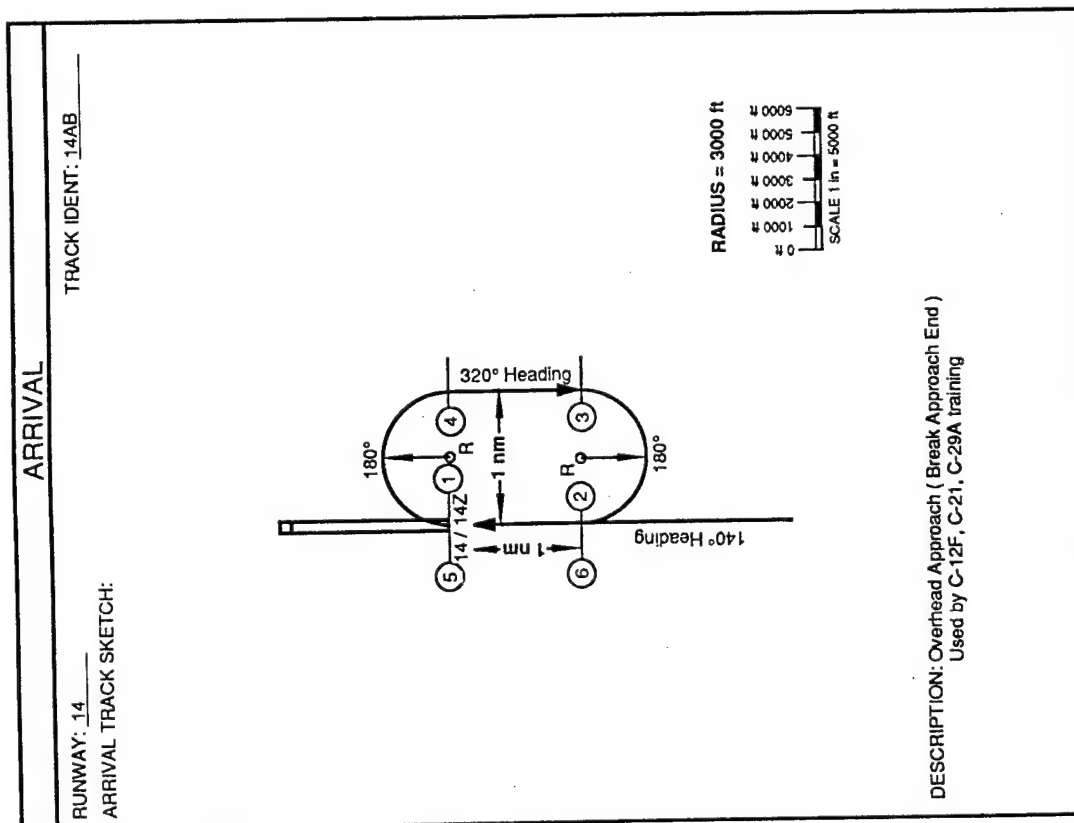
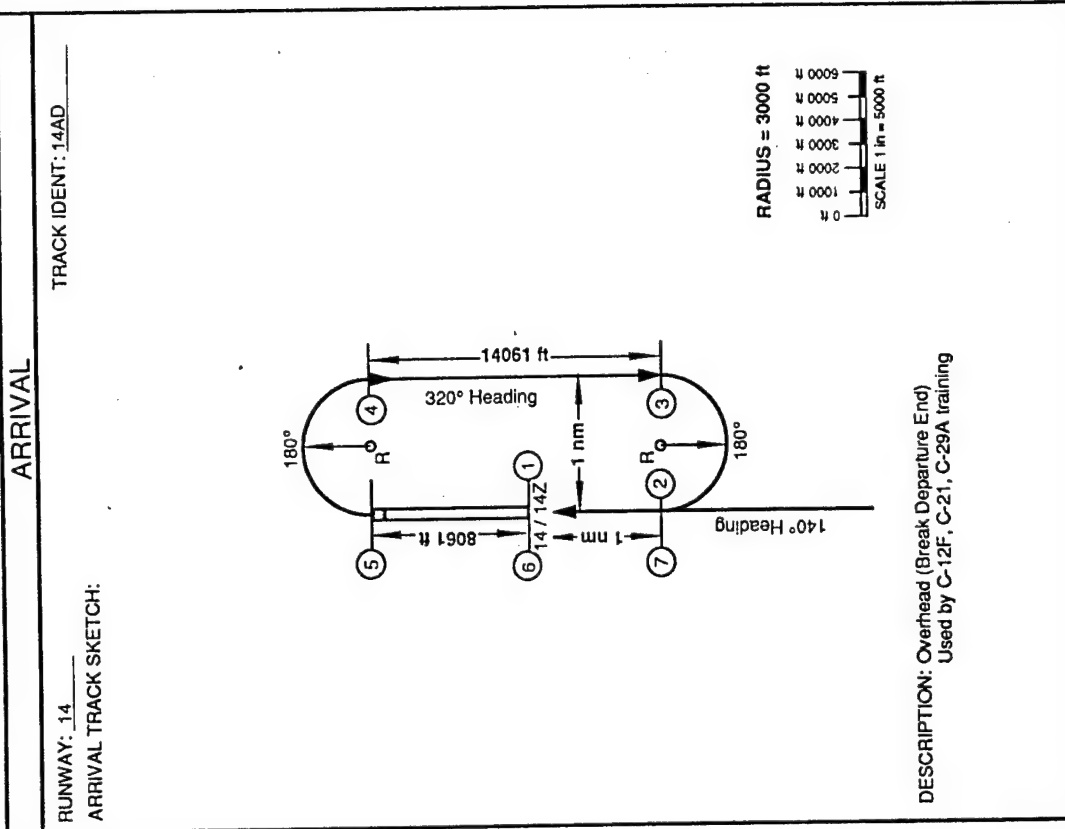


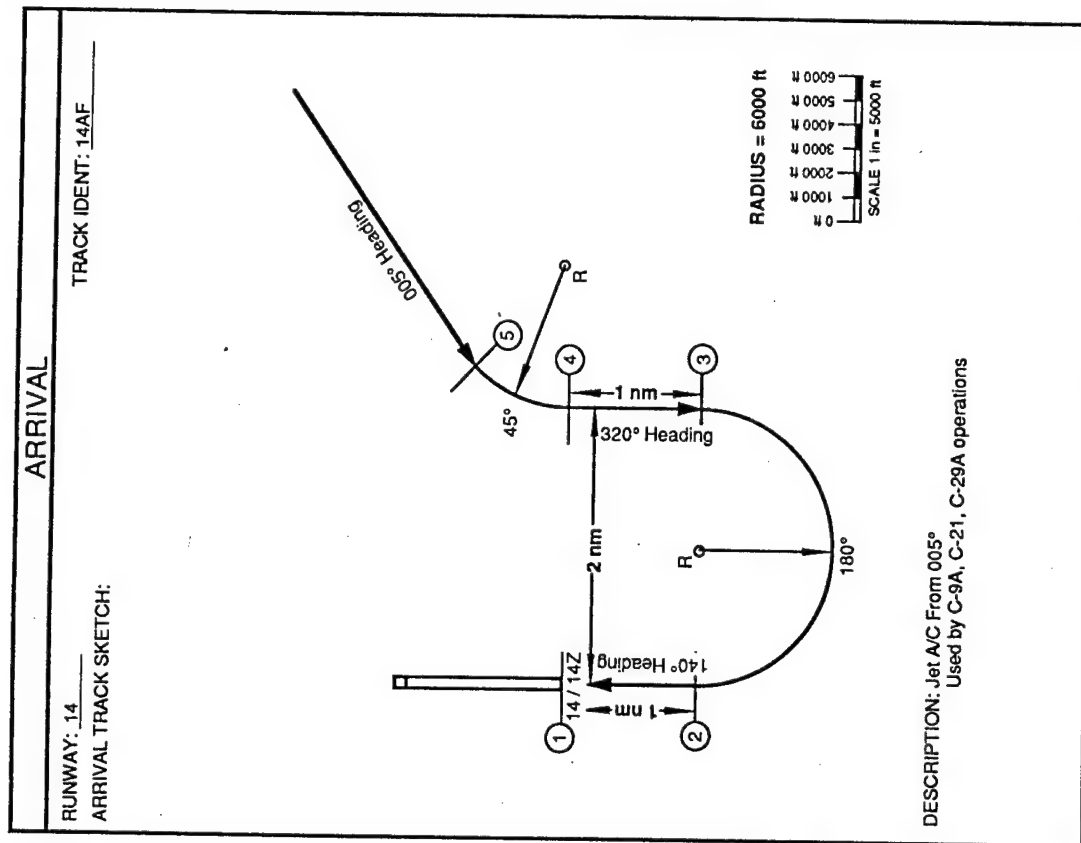
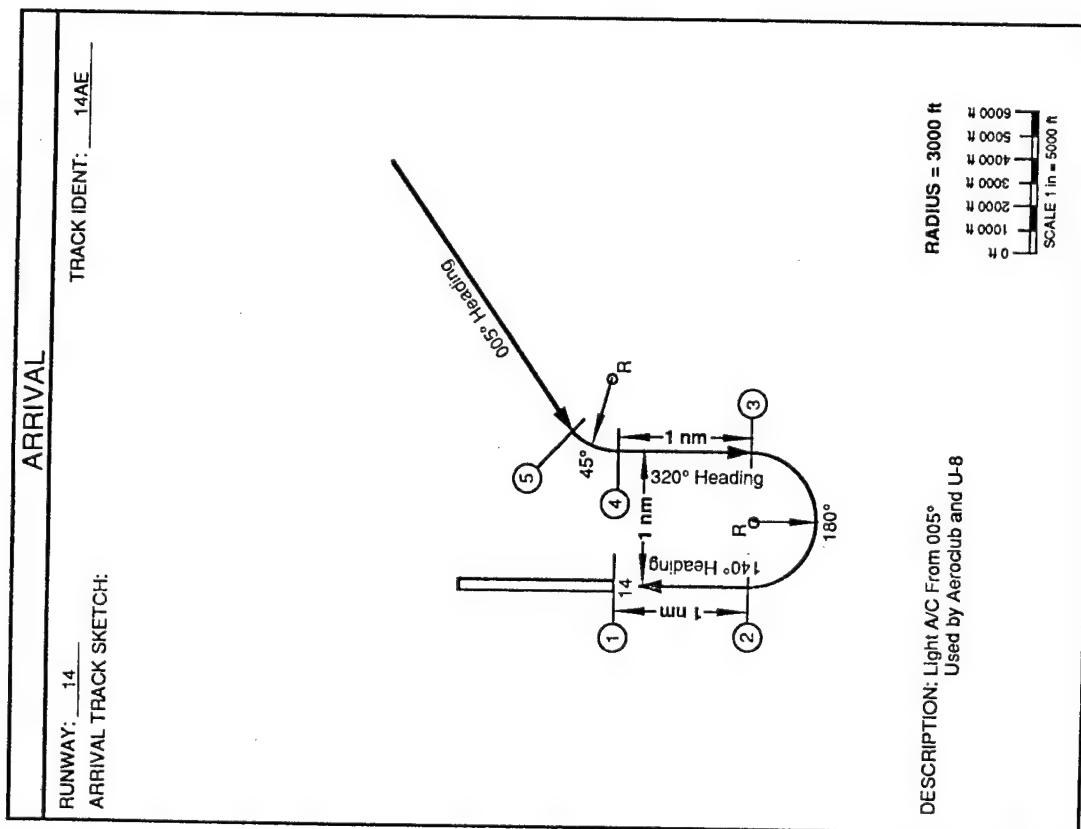


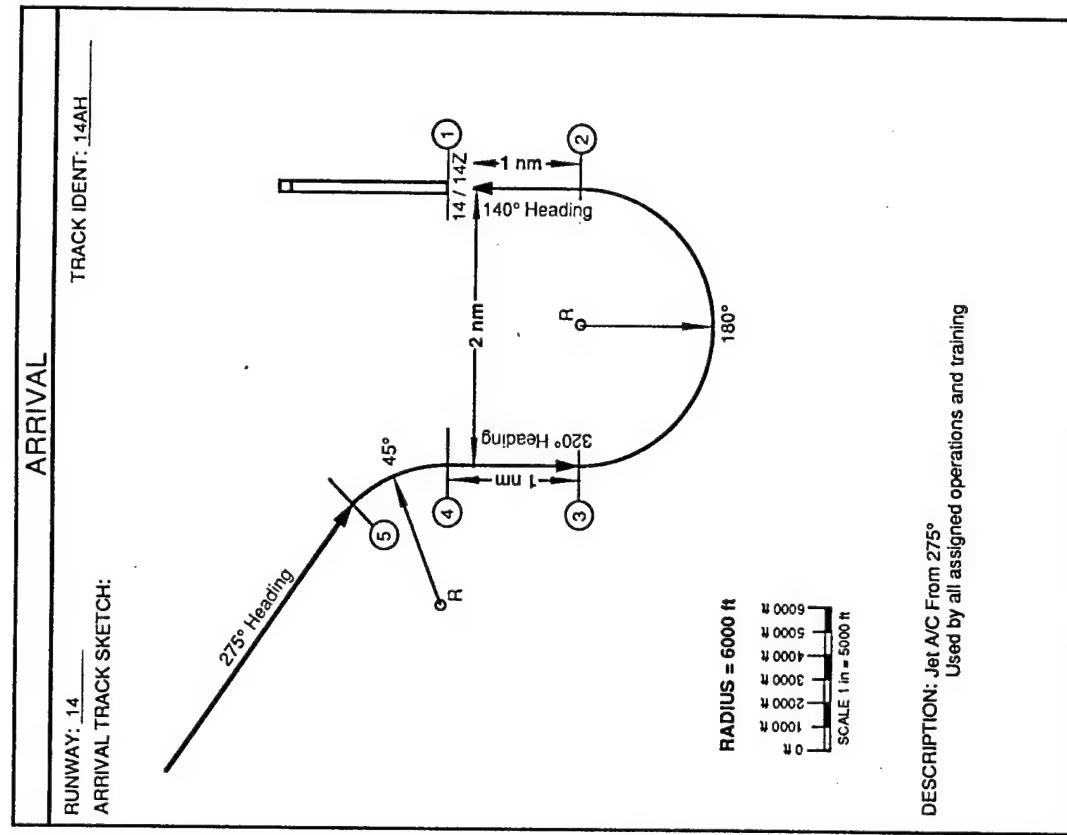
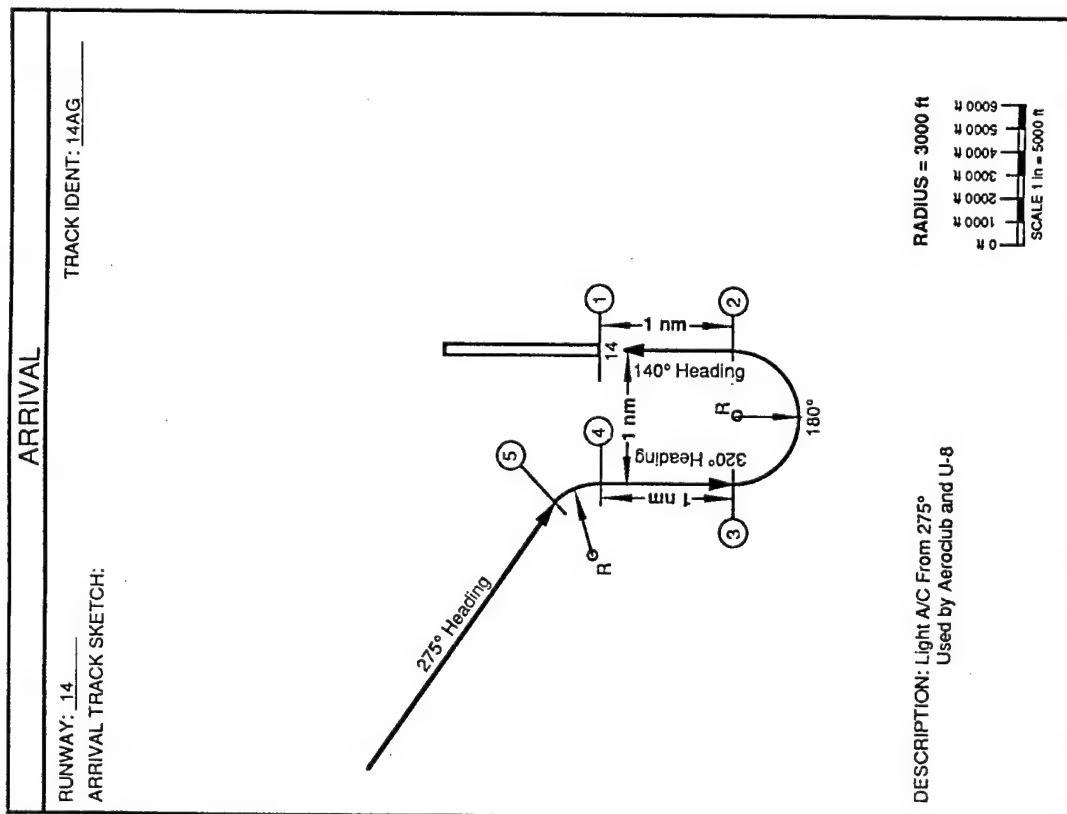


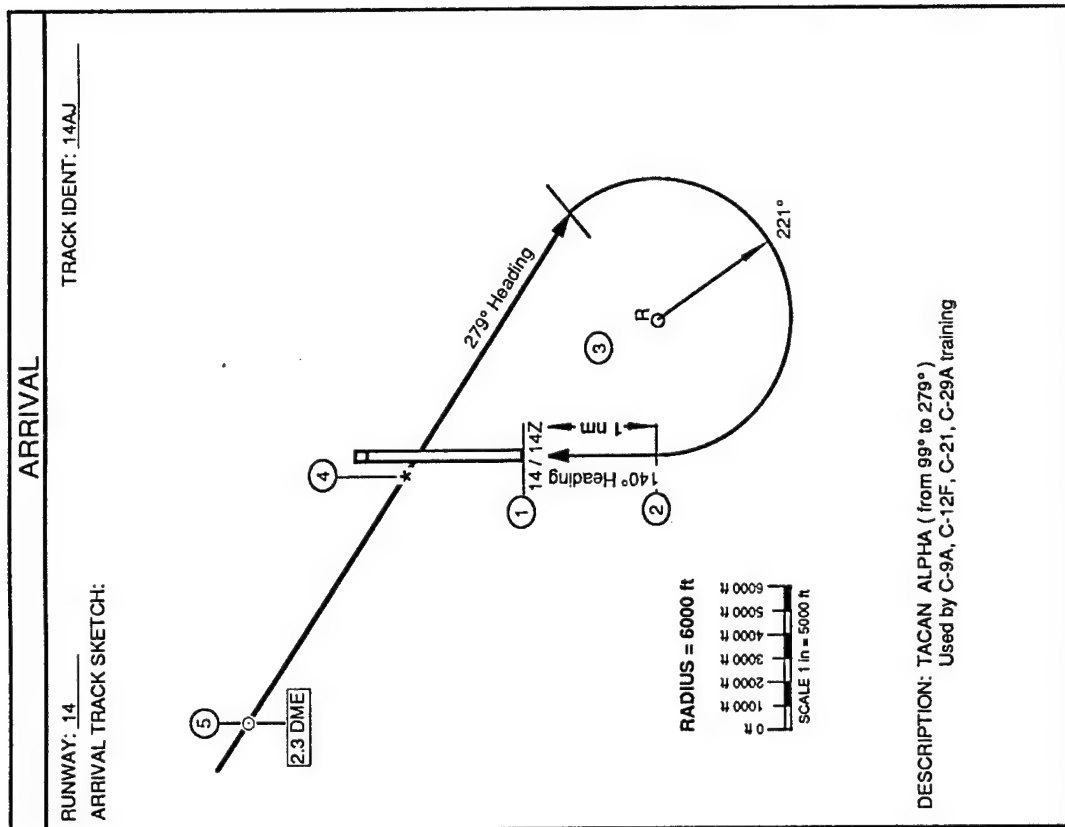
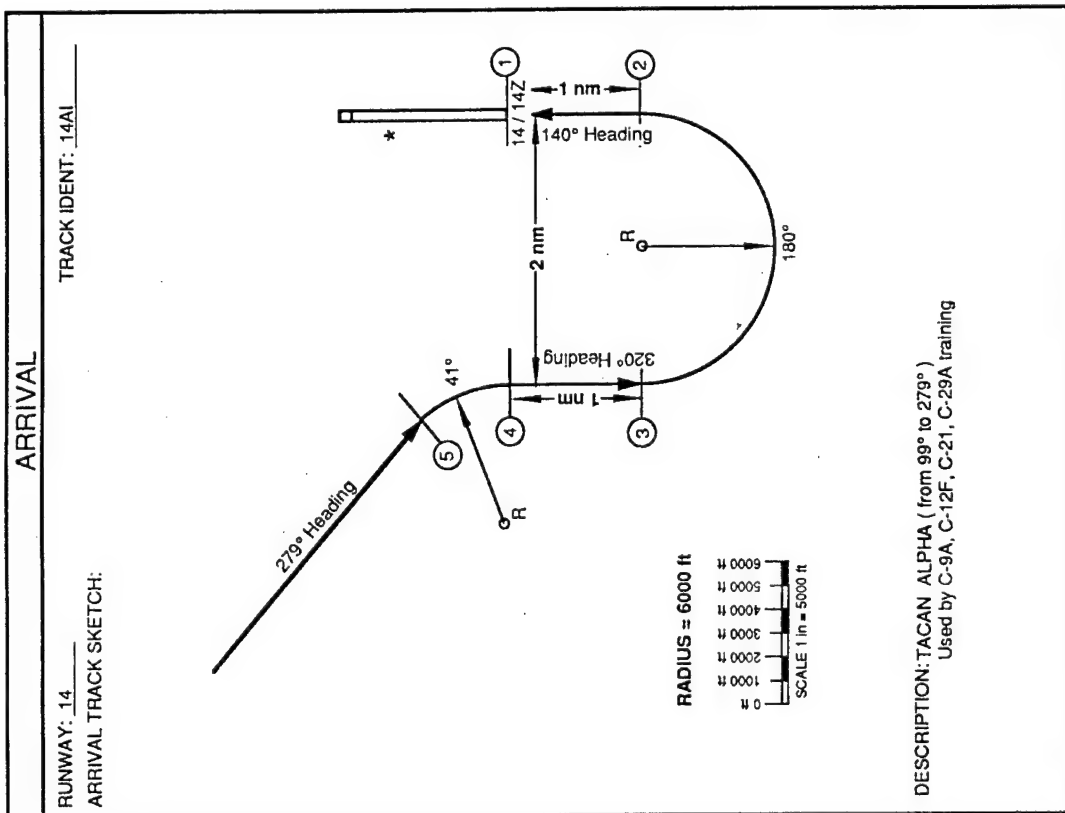


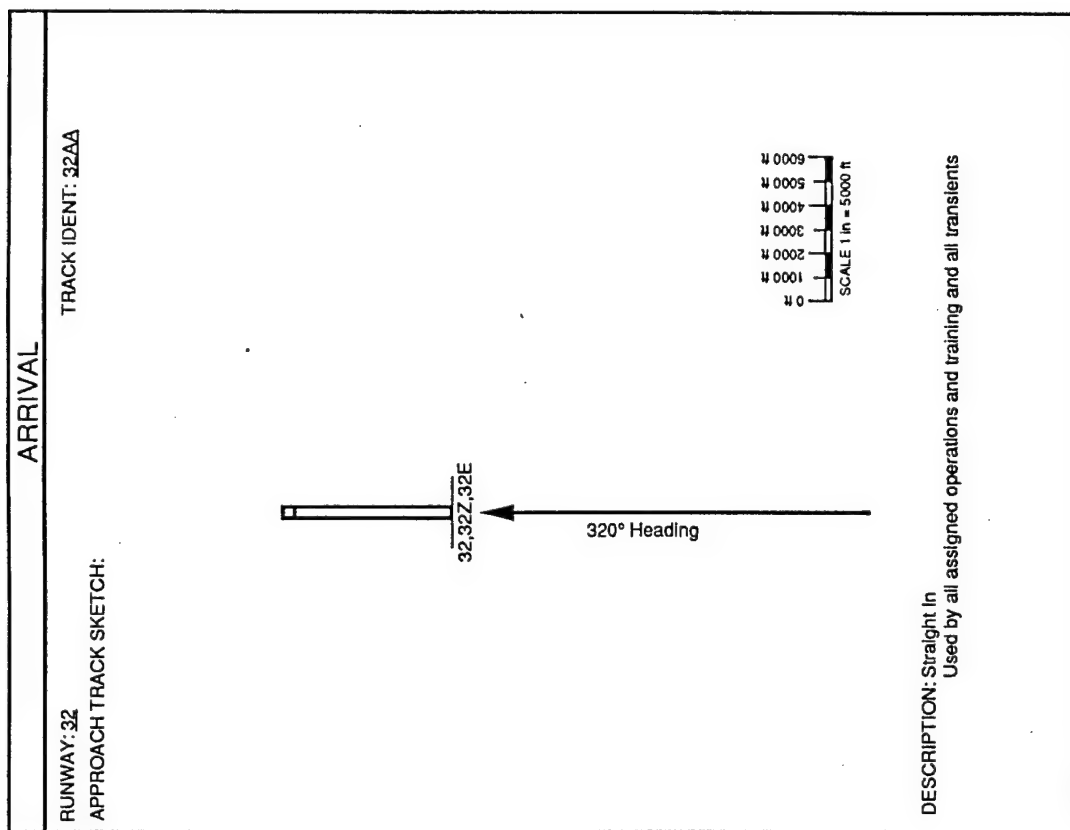
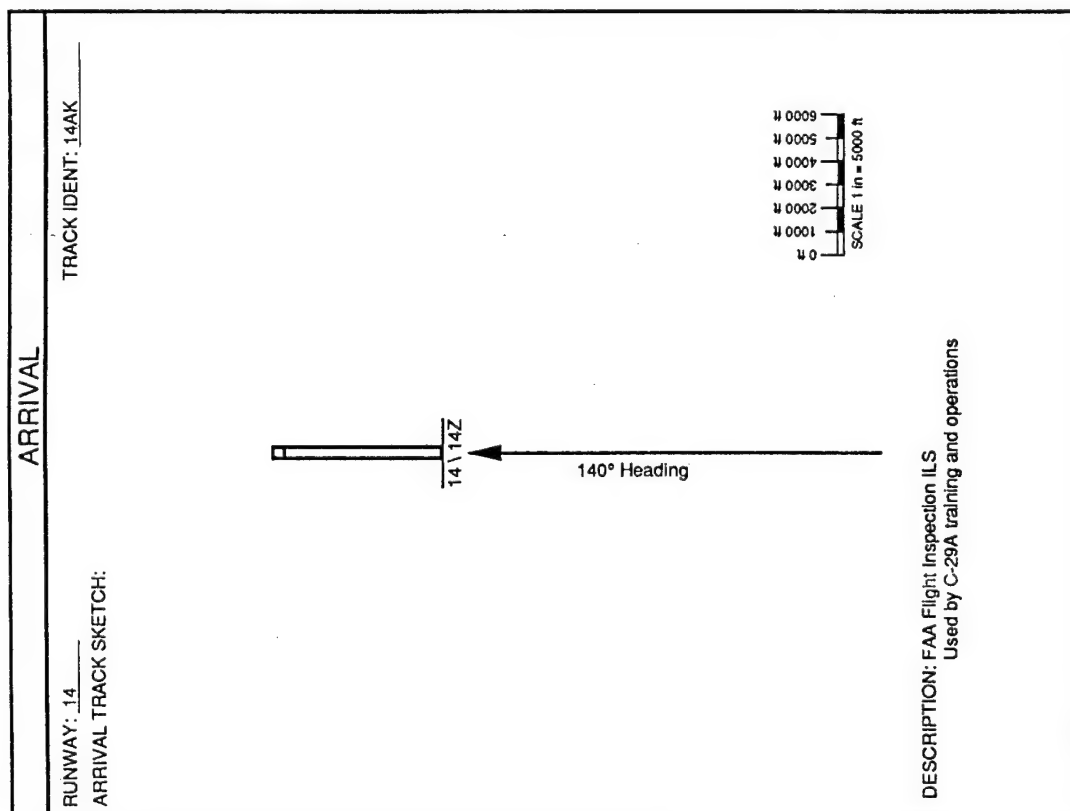


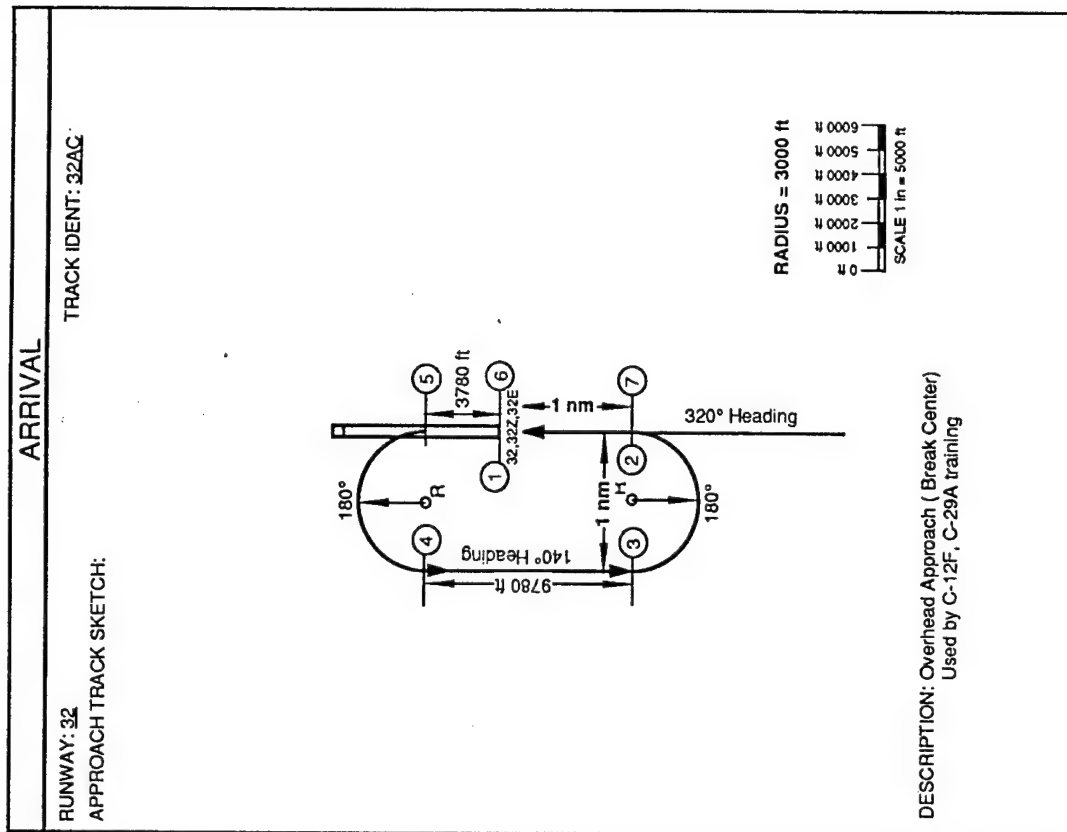
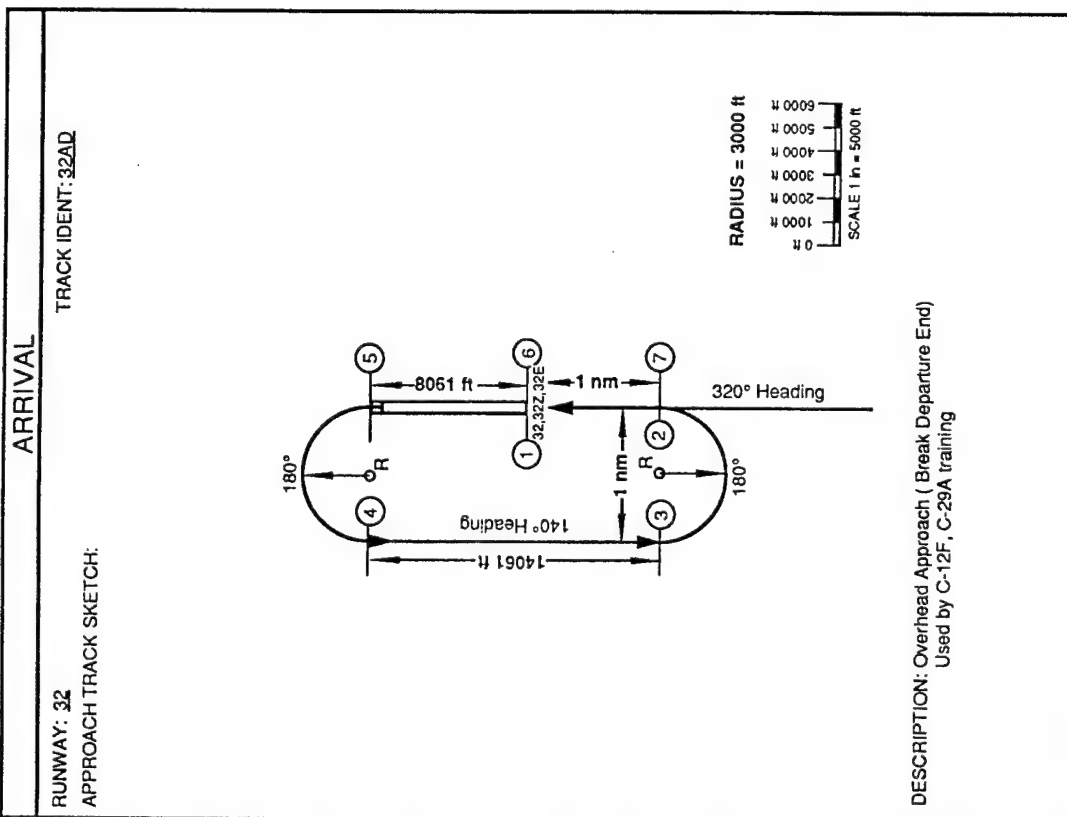


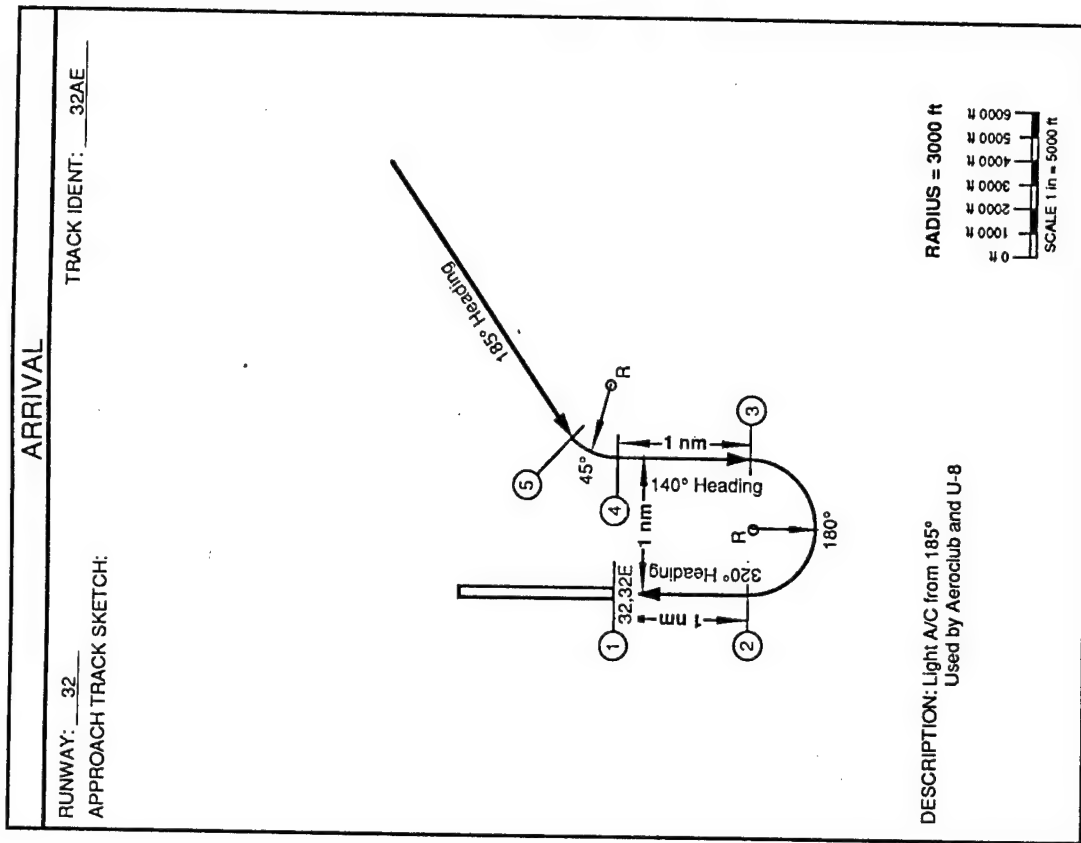
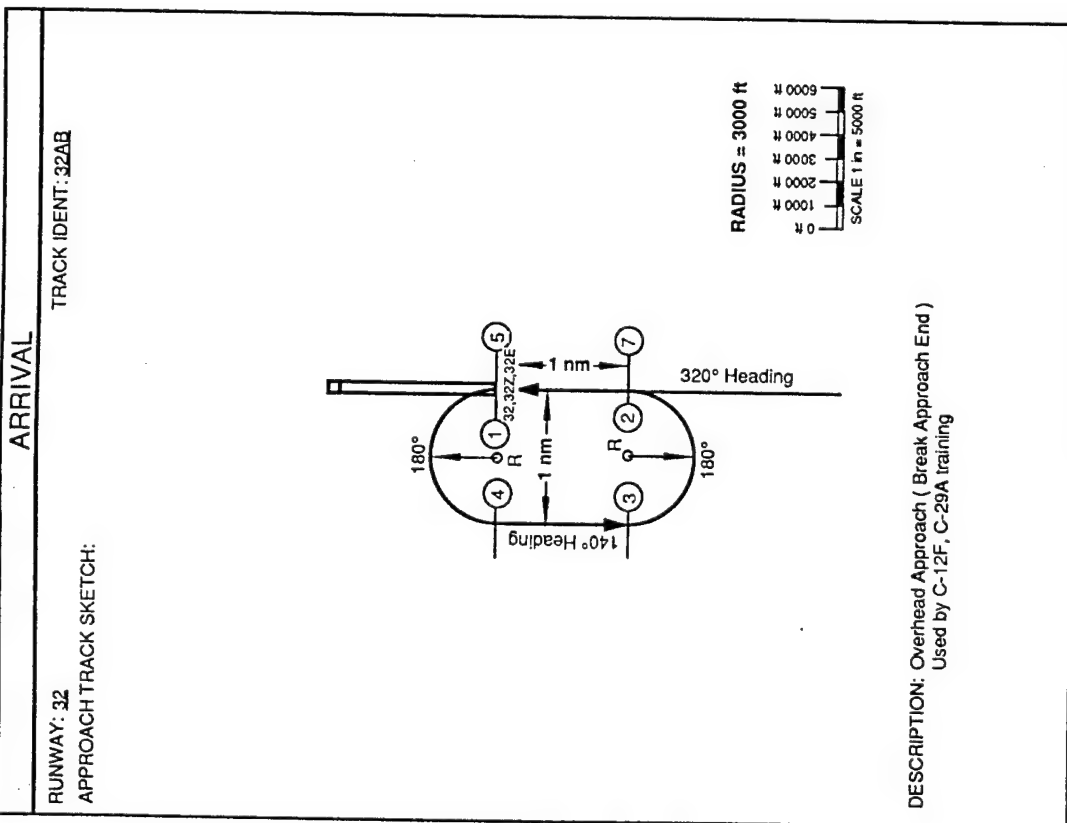


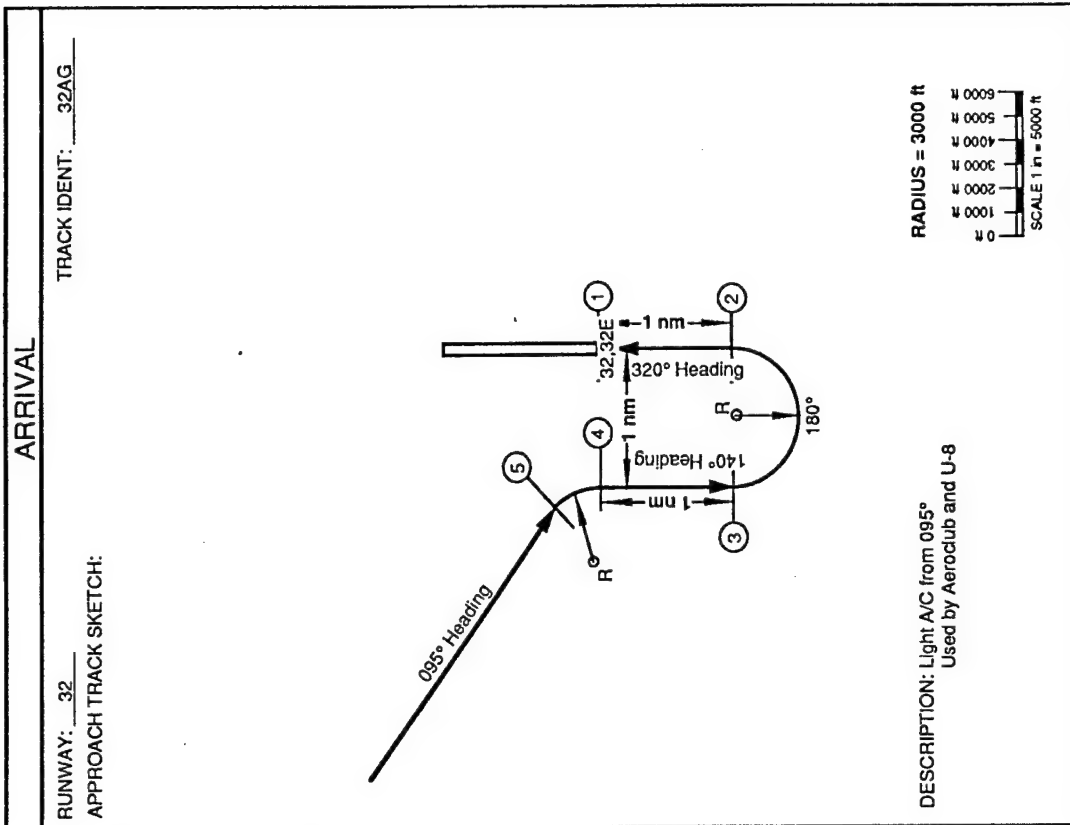
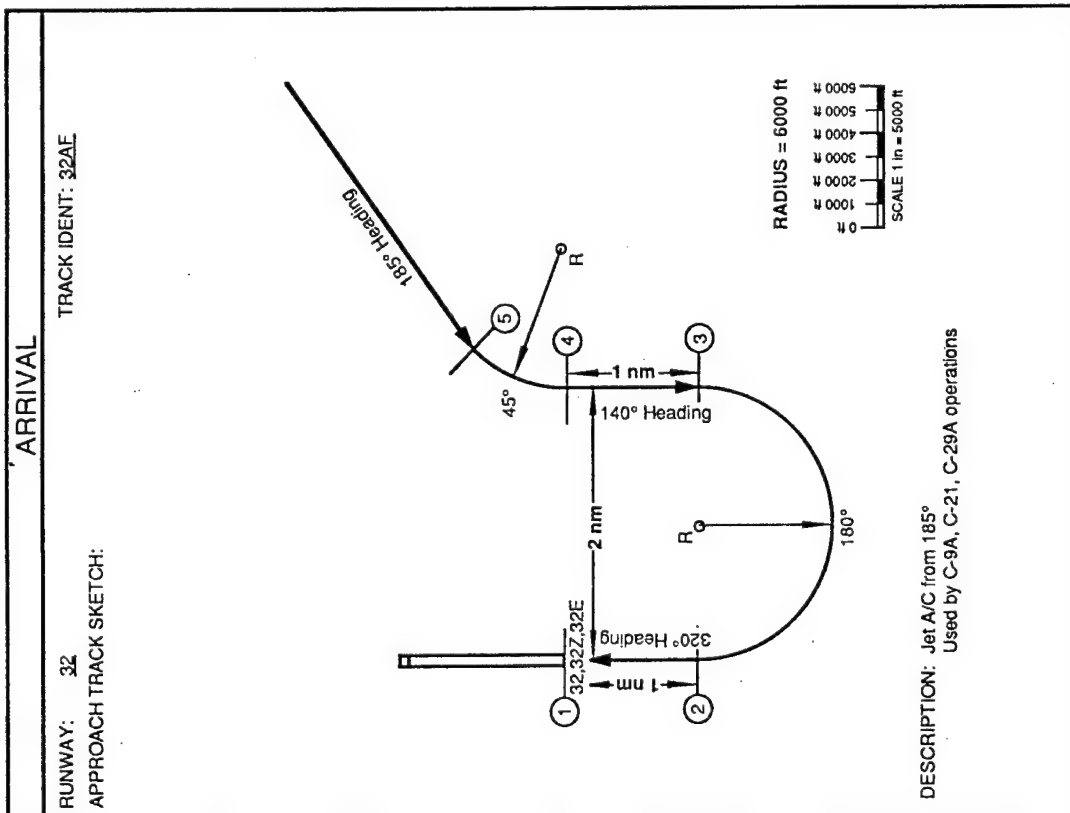


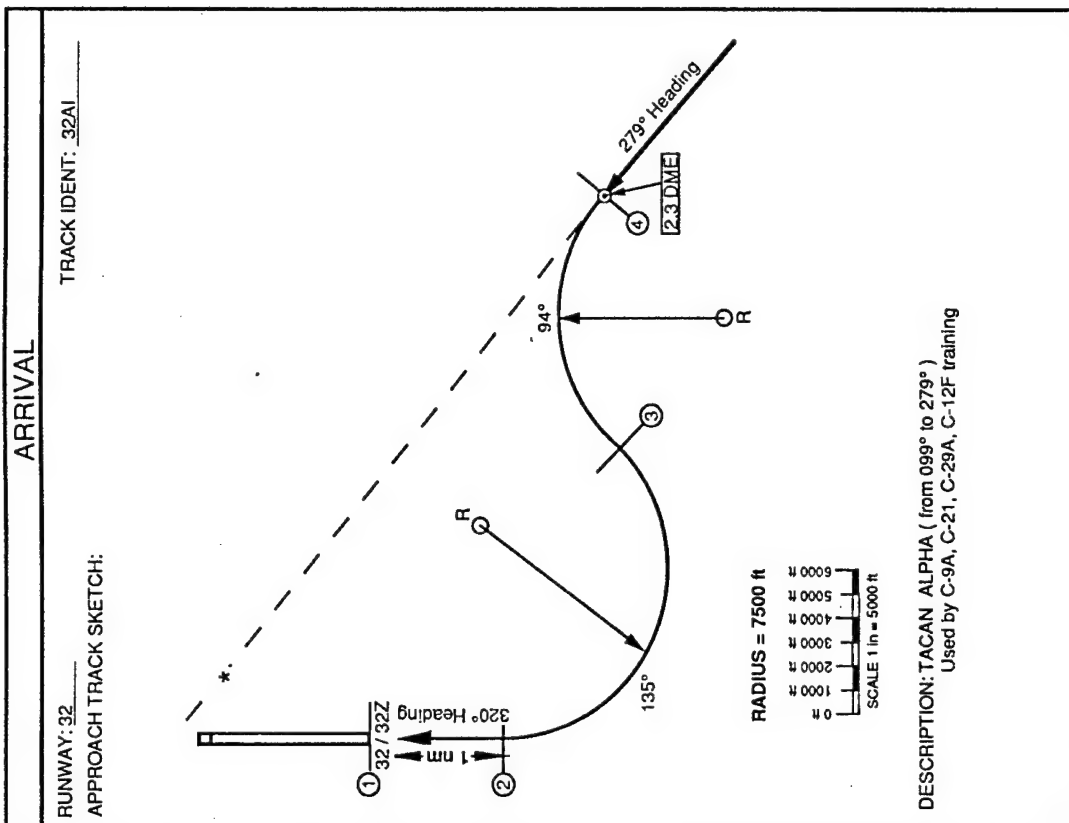
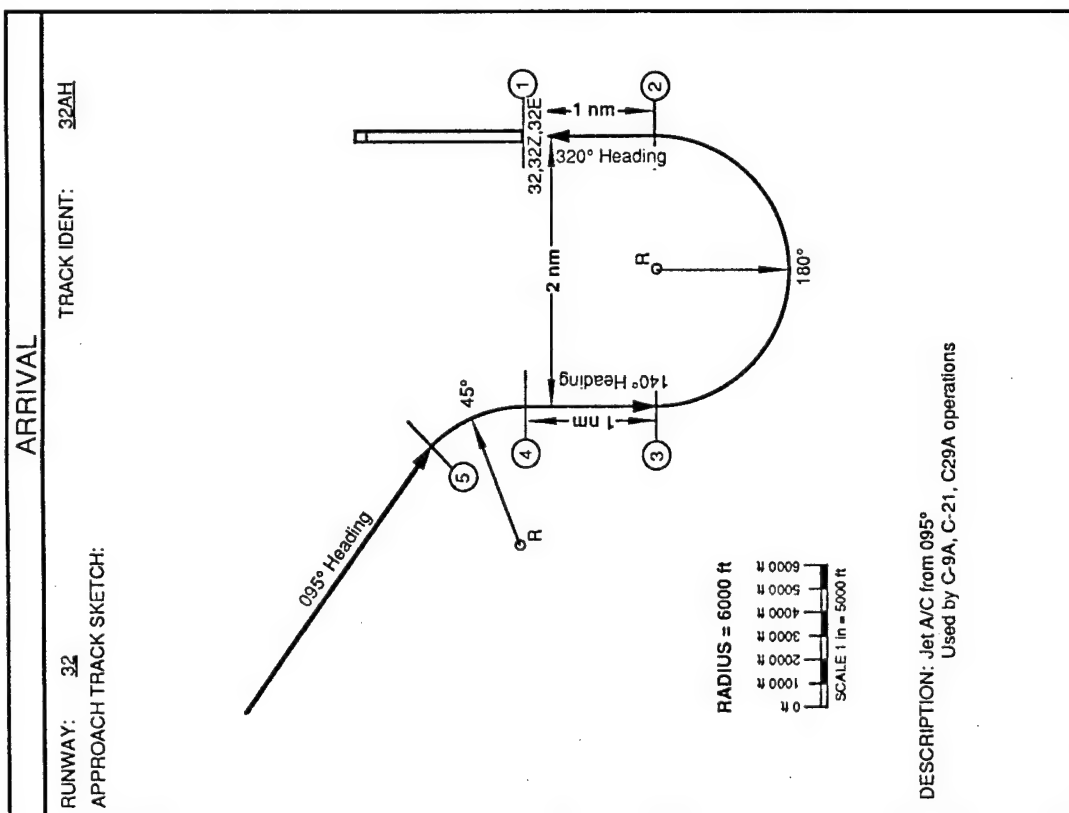


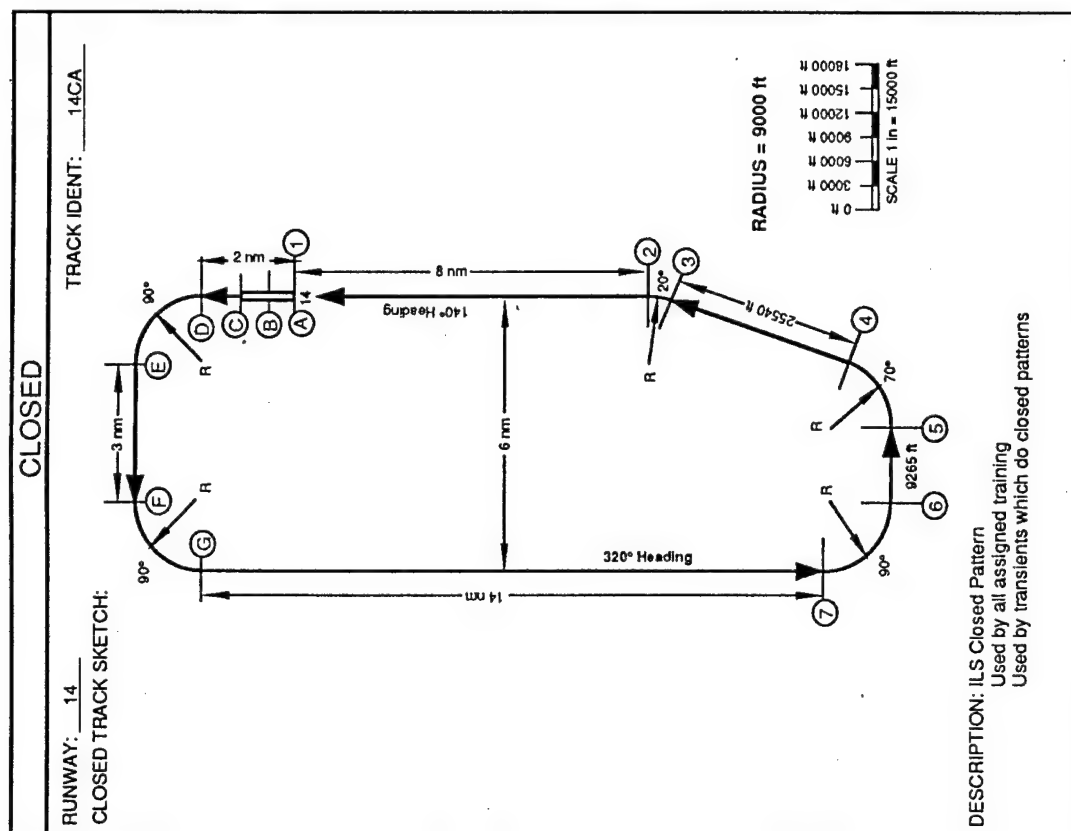
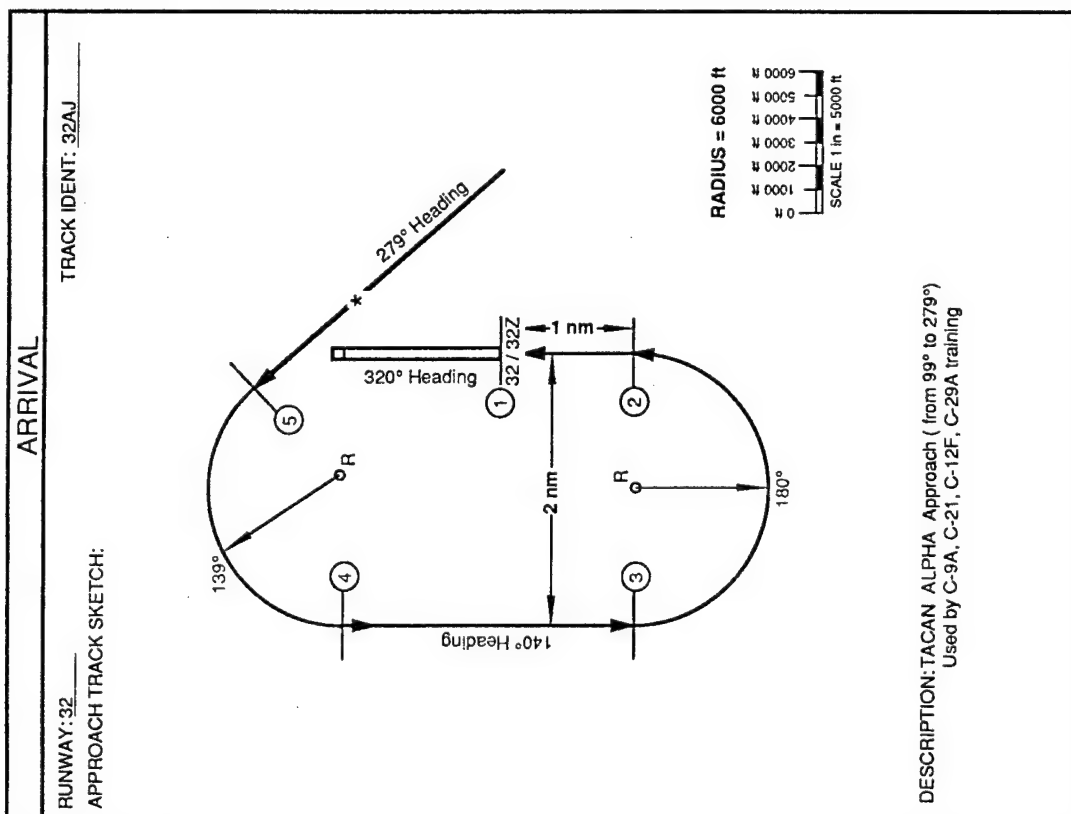


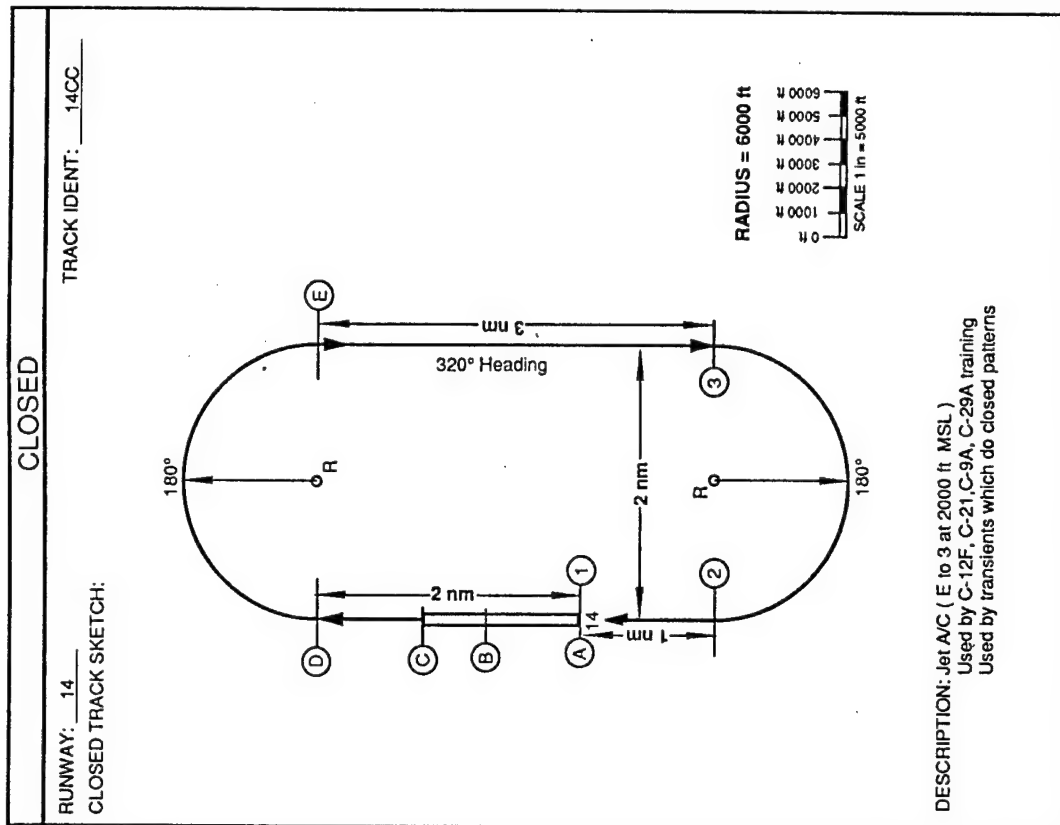
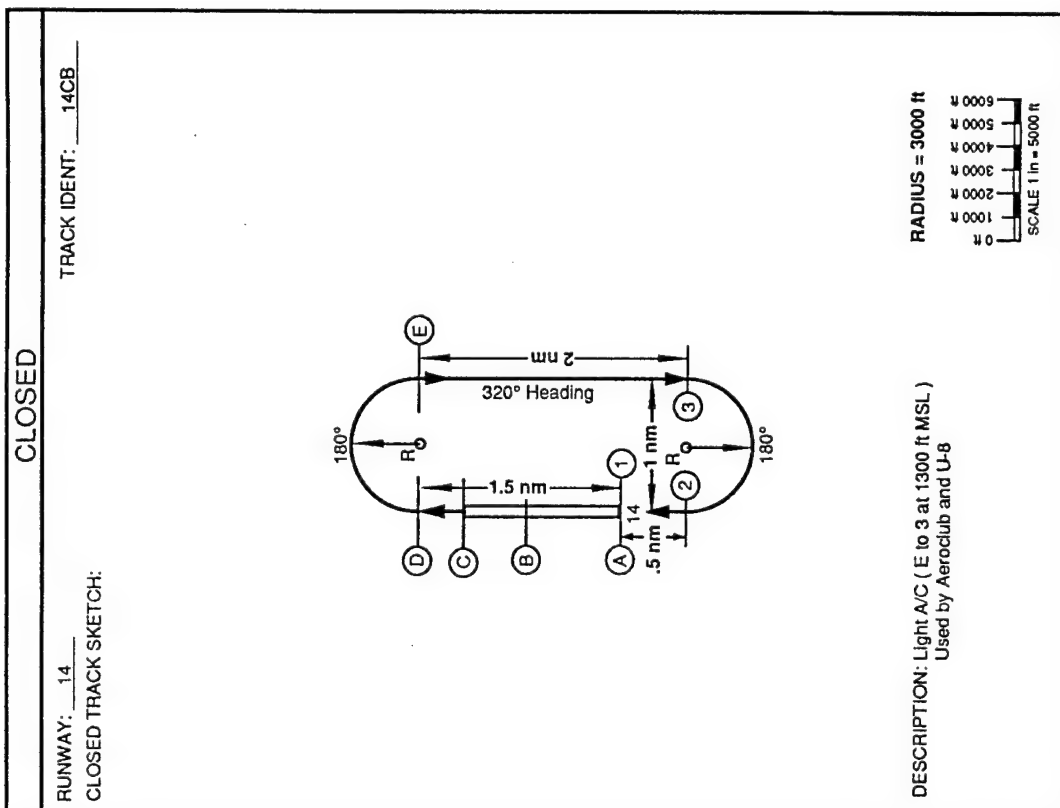


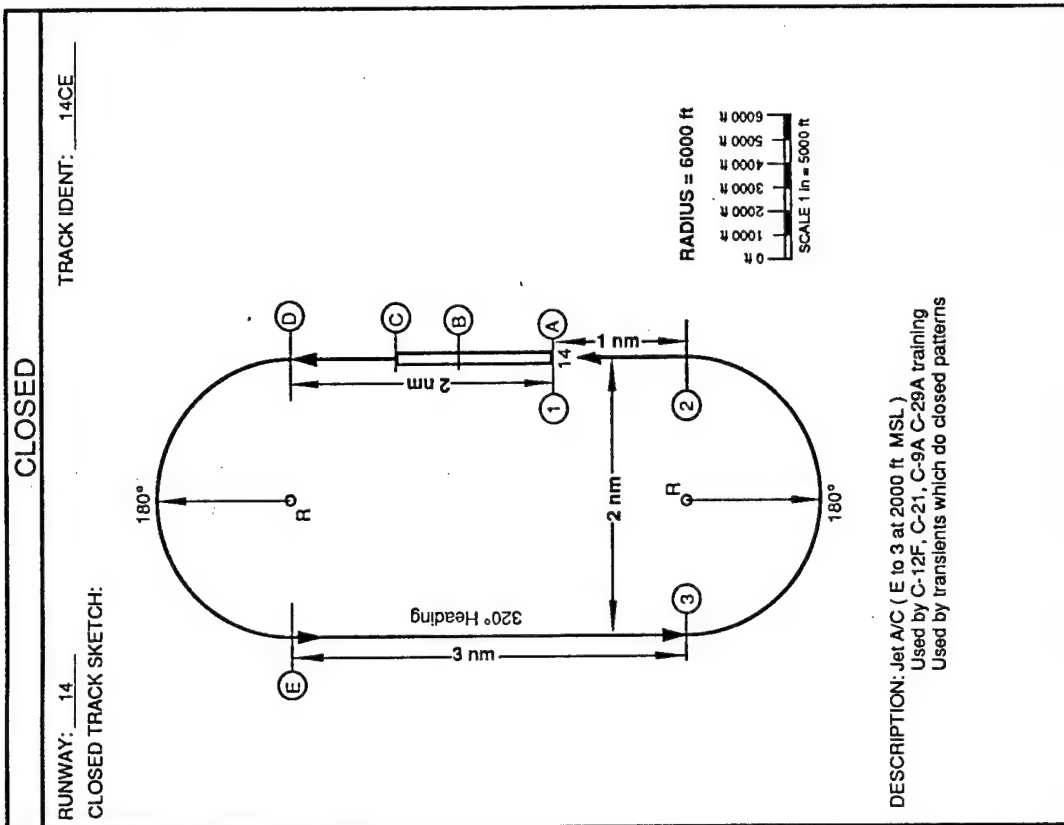
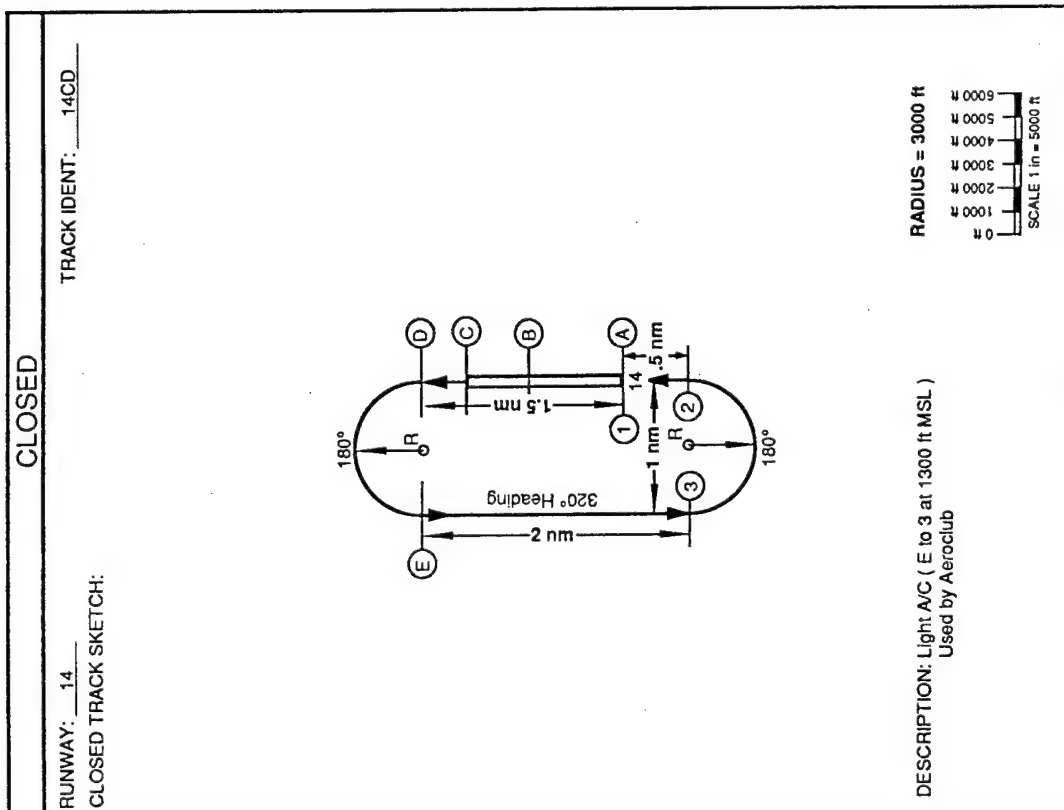


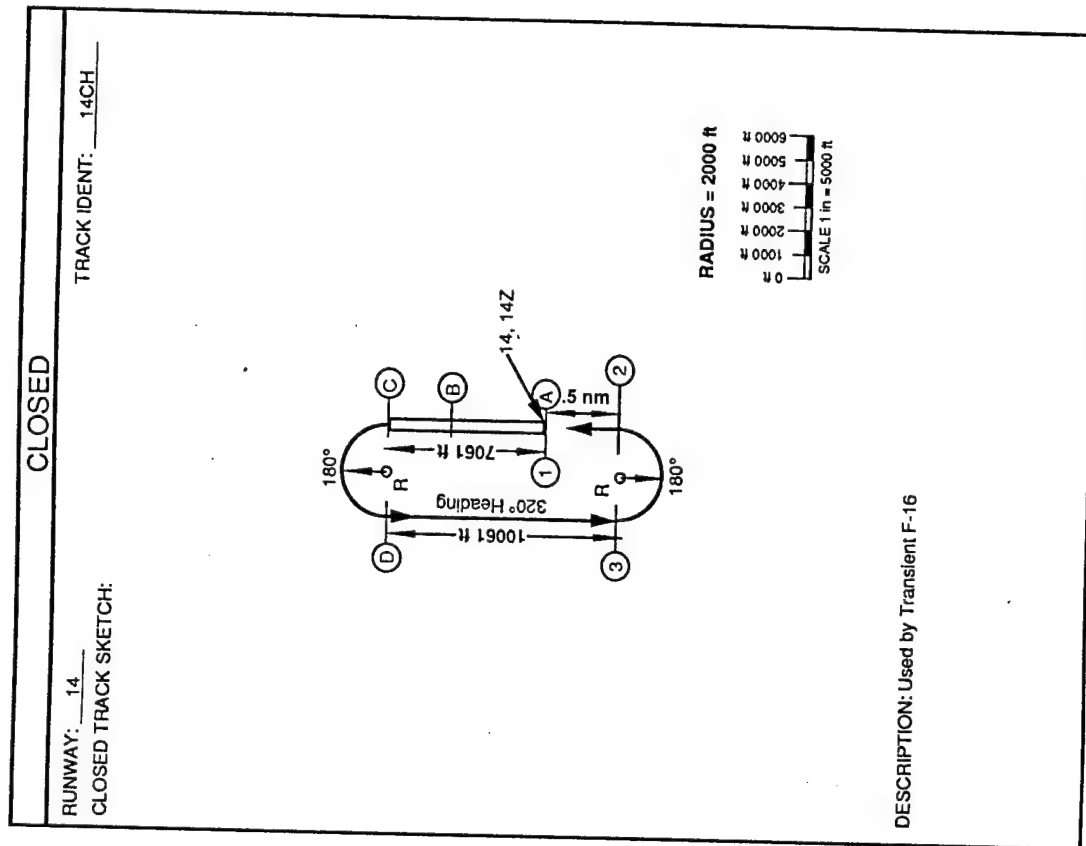
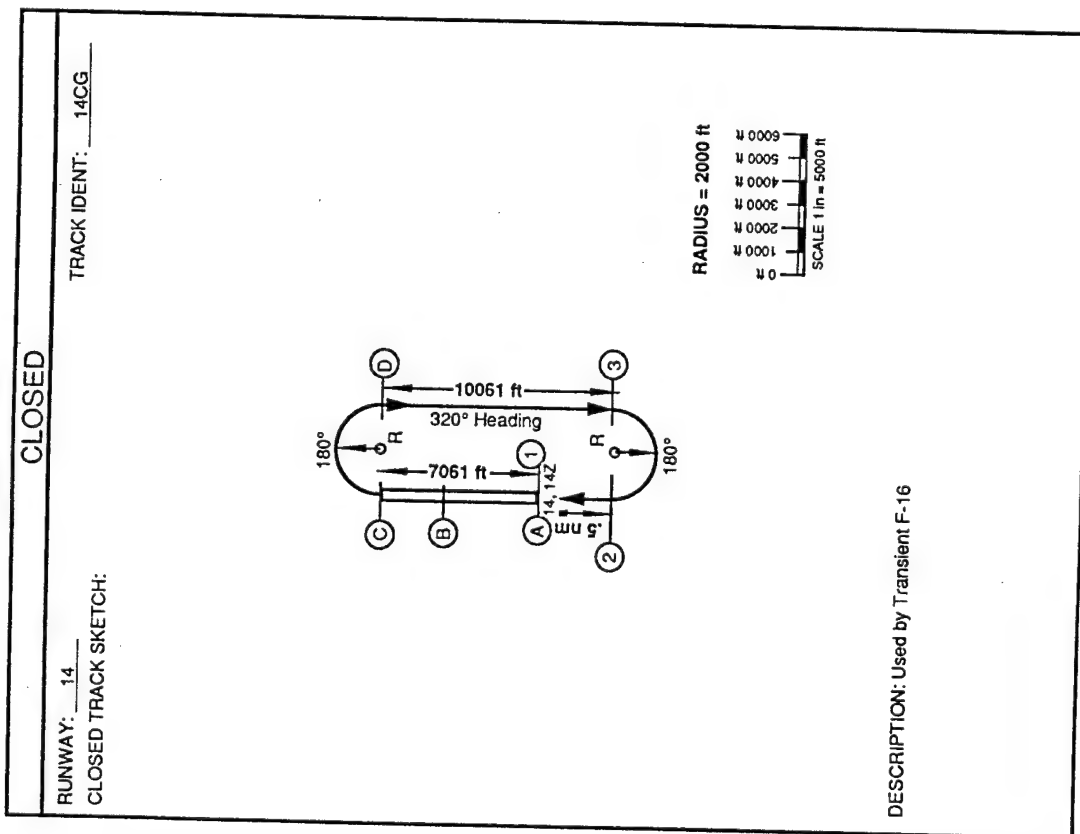










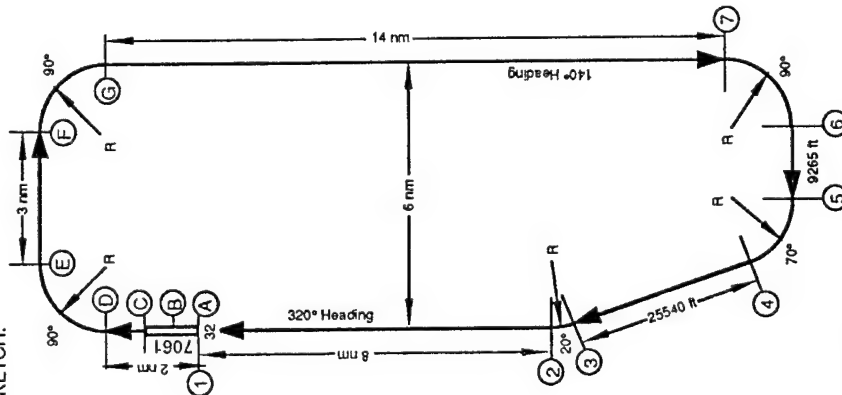


CLOSED

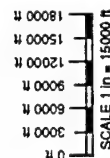
TRACK ID: 32CA

RUNWAY: 32

CLOSED TRACK SKETCH:



RADIUS = 9000 ft



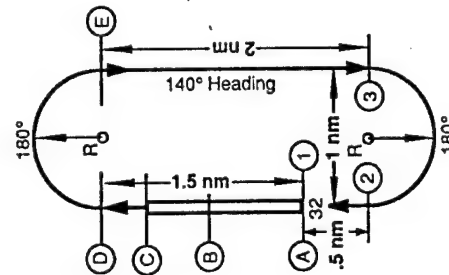
DESCRIPTION: ILS Practice
Used by all assigned training on 32
Used by transients which do closed patterns

CLOSED

TRACK ID: 32CB

RUNWAY: 32

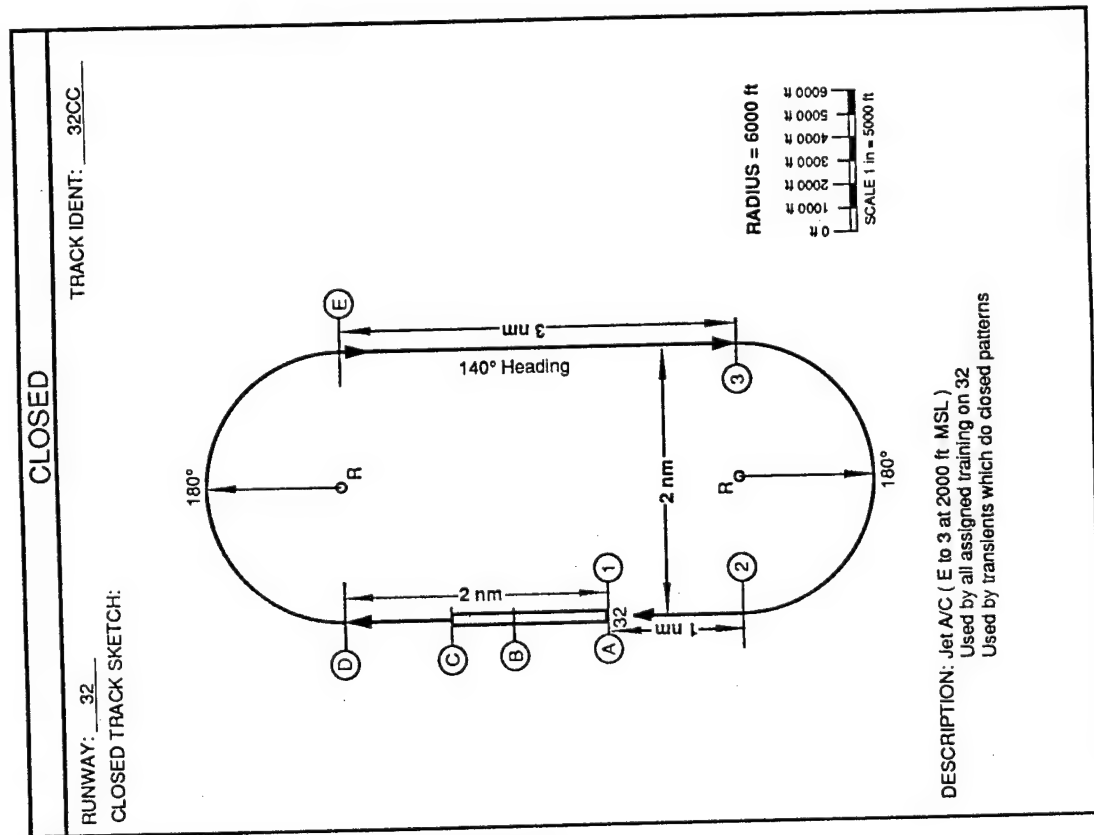
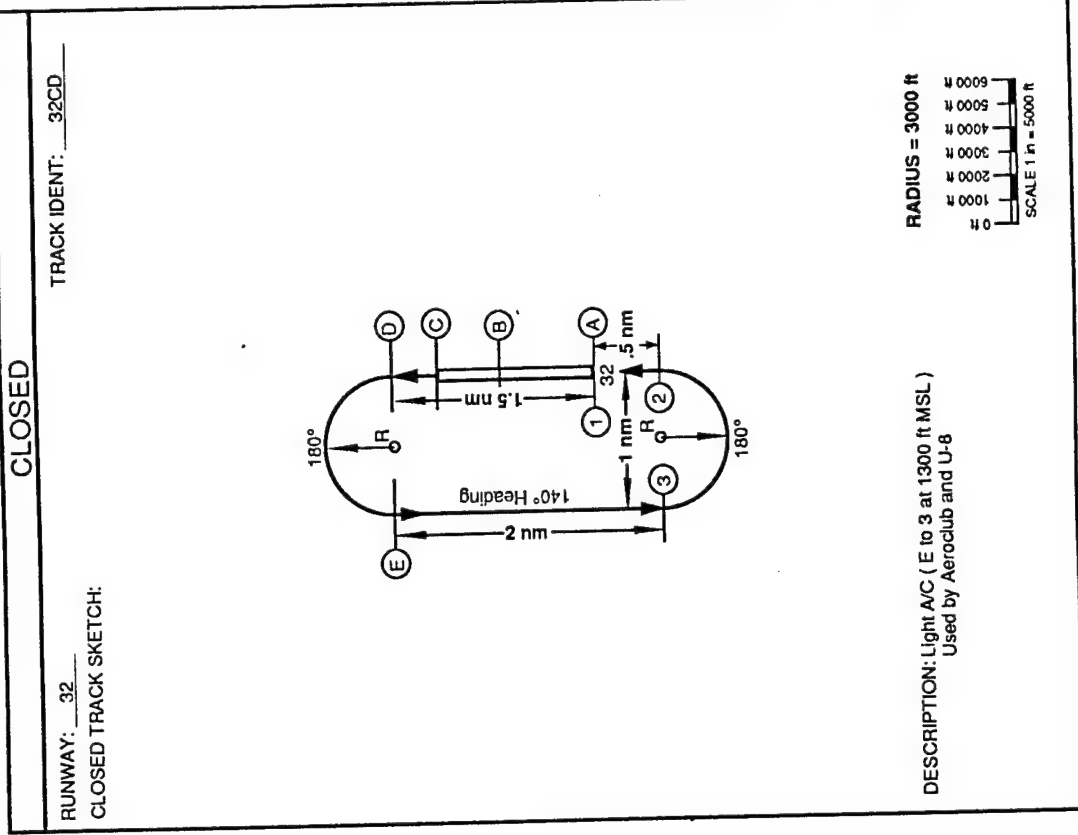
CLOSED TRACK SKETCH:

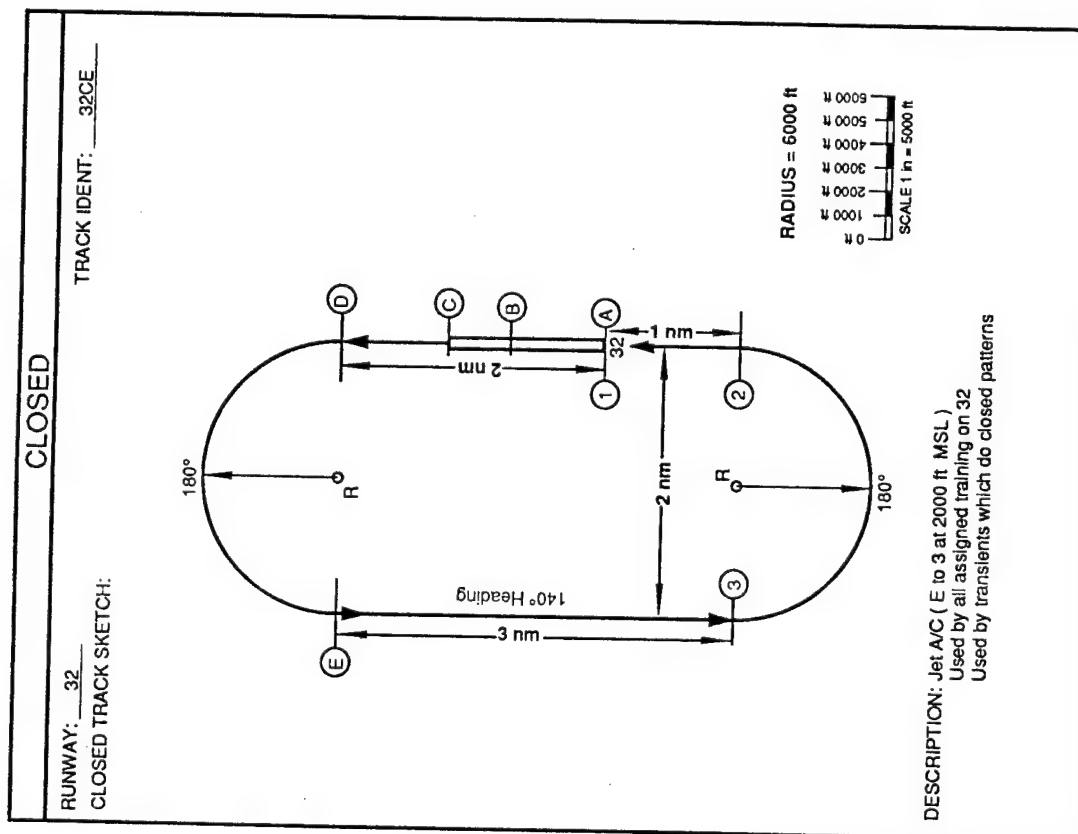
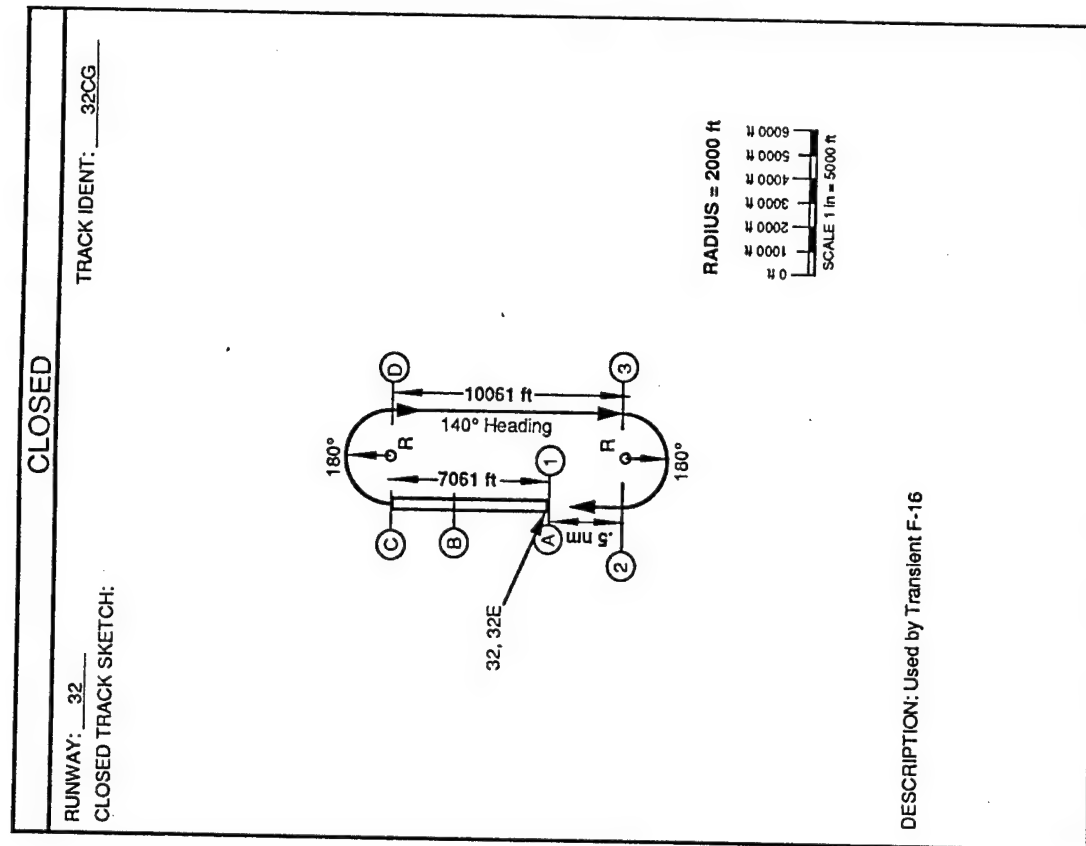


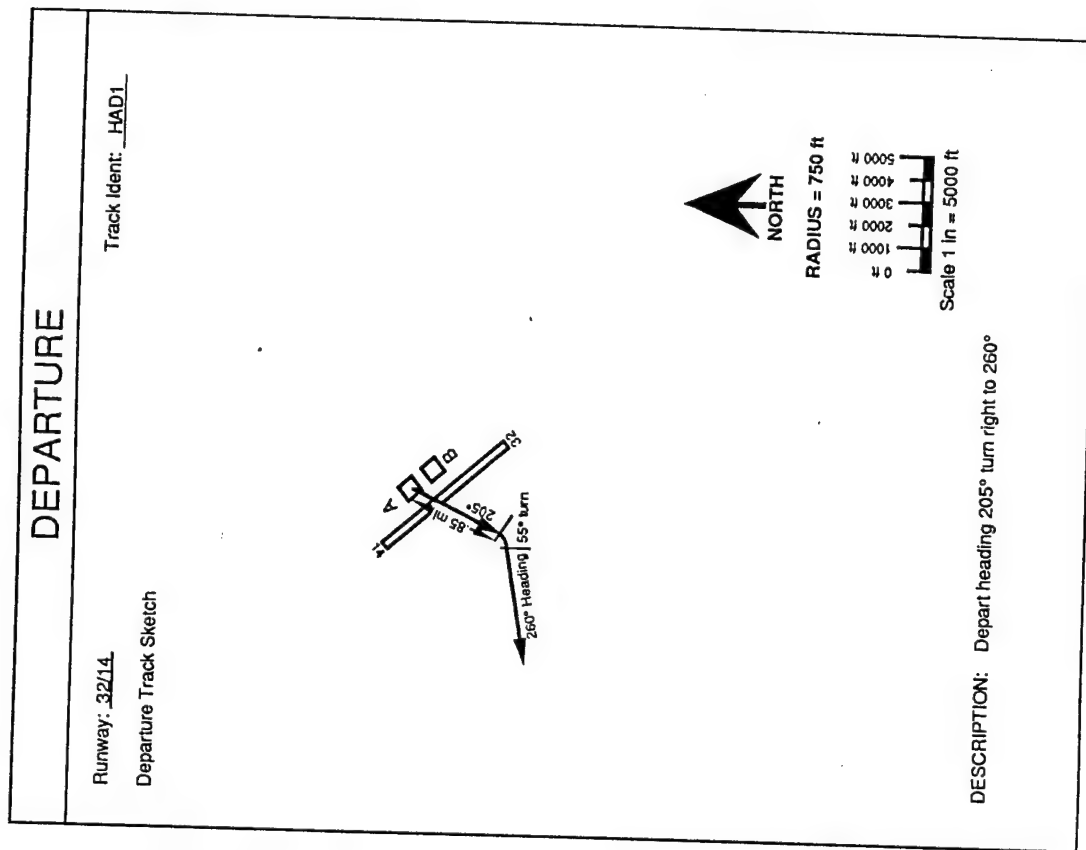
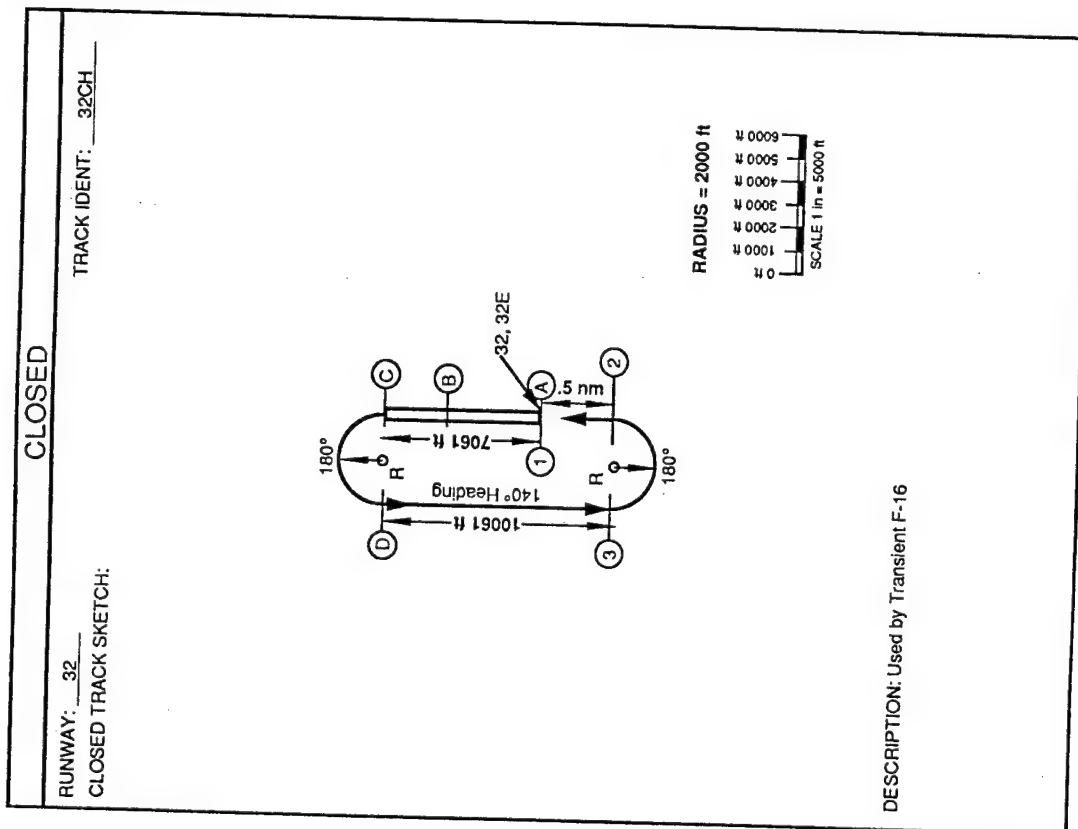
RADIUS = 3000 ft



DESCRIPTION: Light A/C (E to 3 at 1300 ft MSL)
Used by Aeroclub





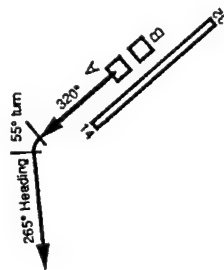


DEPARTURE

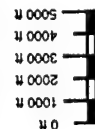
Runway: 32/14

Departure Track Sketch

Track Ident: HAD2



RADIUS = 750 ft



Scale 1 in = 5000 ft

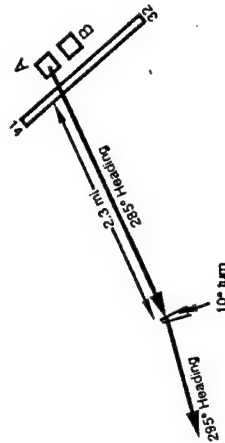
DESCRIPTION: Depart heading 320° turn left to 265°

DEPARTURE

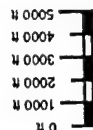
Runway: 32/14

Departure Track Sketch

Track Ident: HAD3



RADIUS = 750 ft



Scale 1 in = 5000 ft

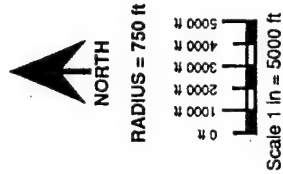
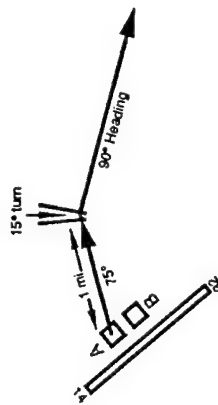
DESCRIPTION: Depart heading 285° turn right to 295°

DEPARTURE

Runway: 32/14

Departure Track Sketch

Track Ident: HAD5



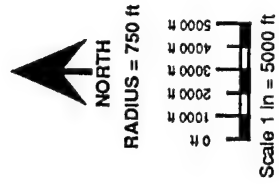
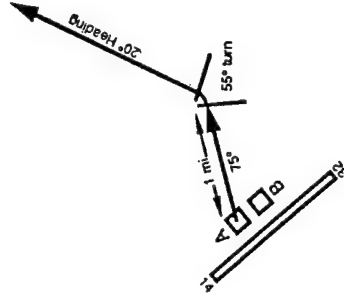
DESCRIPTION: Depart heading 075° turn right to 090°

DEPARTURE

Runway: 32/14

Departure Track Sketch

Track Ident: HAD4



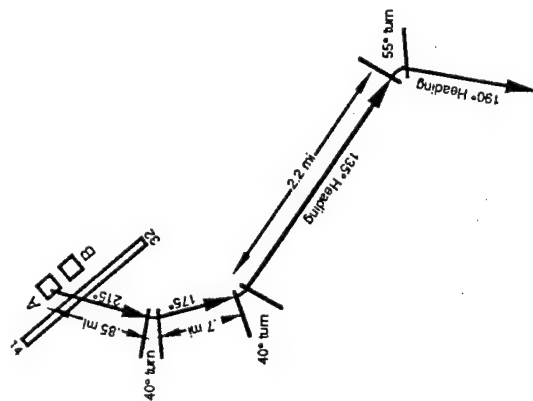
DESCRIPTION: Depart heading 075° turn left to 020°

DEPARTURE

Runway: 32/14

Departure Track Sketch

Track Id: HAD6



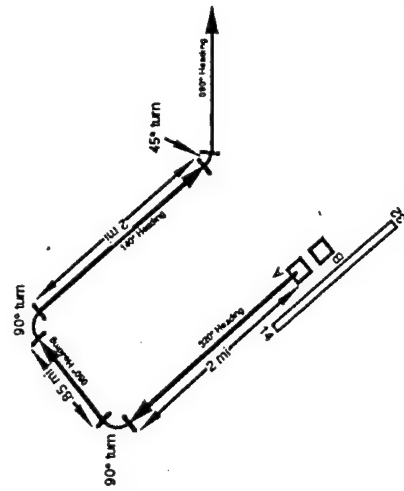
DESCRIPTION: Depart heading 215°, turn left to 175°, turn left to 135°, turn right to 190°

DEPARTURE

Runway: 32/14

Departure Track Sketch

Track Id: HAD7



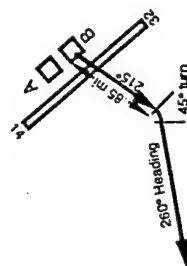
DESCRIPTION: Depart heading 320°, turn right to 050°, turn right to 140°, turn left to 90°
Used by all transients

DEPARTURE

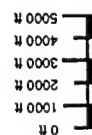
Runway: 32/14

Departure Track Sketch

Track Ident: HBD1



RADIUS = 750 ft



Scale 1 in = 5000 ft

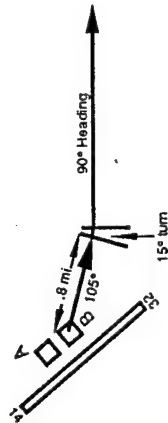
DESCRIPTION: Depart heading 215° turn right to 260°

DEPARTURE

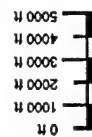
Runway: 32/14

Departure Track Sketch

Track Ident: HBD2



RADIUS = 750 ft



Scale 1 in = 5000 ft

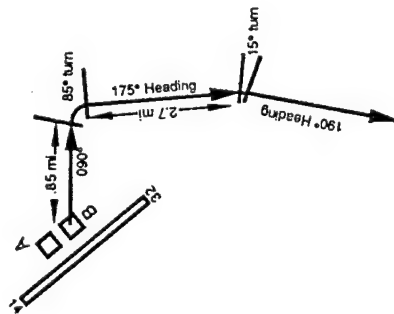
DESCRIPTION: Depart heading 105° turn left to 90°

DEPARTURE

Runway: 32/14

Departure Track Sketch

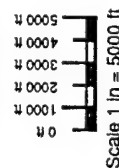
Track Ident: HBD3



DESCRIPTION: Depart heading 090°, turn right to 175°, turn right to 190°



RADIUS = 750 ft

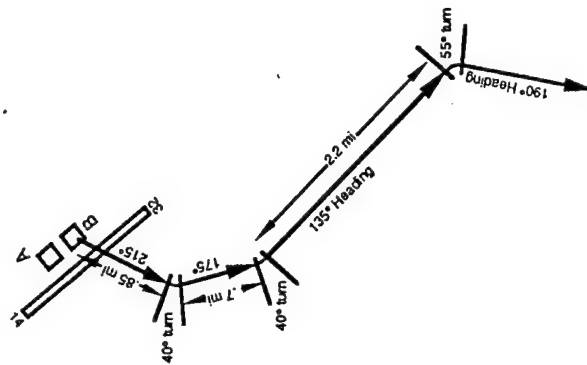


DEPARTURE

Runway: 32/14

Departure Track Sketch

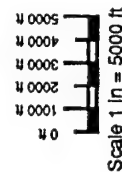
Track Ident: HBD4



DESCRIPTION: Depart heading 215°, turn left to 175°, turn left to 135°, turn right to 190°



RADIUS = 750 ft

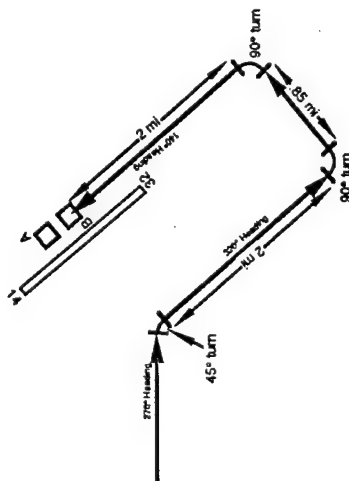


ARRIVAL

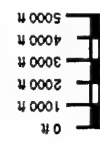
Runway: 32/14

Track Ident: HBA5

Approach Track Sketch



RADIUS = 750 ft



Scale 1 in = 5000 ft

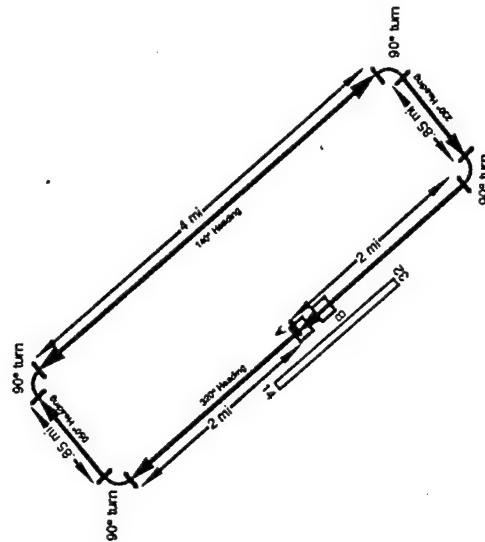
DESCRIPTION: Arrival from West (270°)
Used by all transients

CLOSED

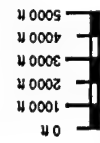
Runway: 32/14

Track Ident: HAC1

Closed Pattern Track Sketch

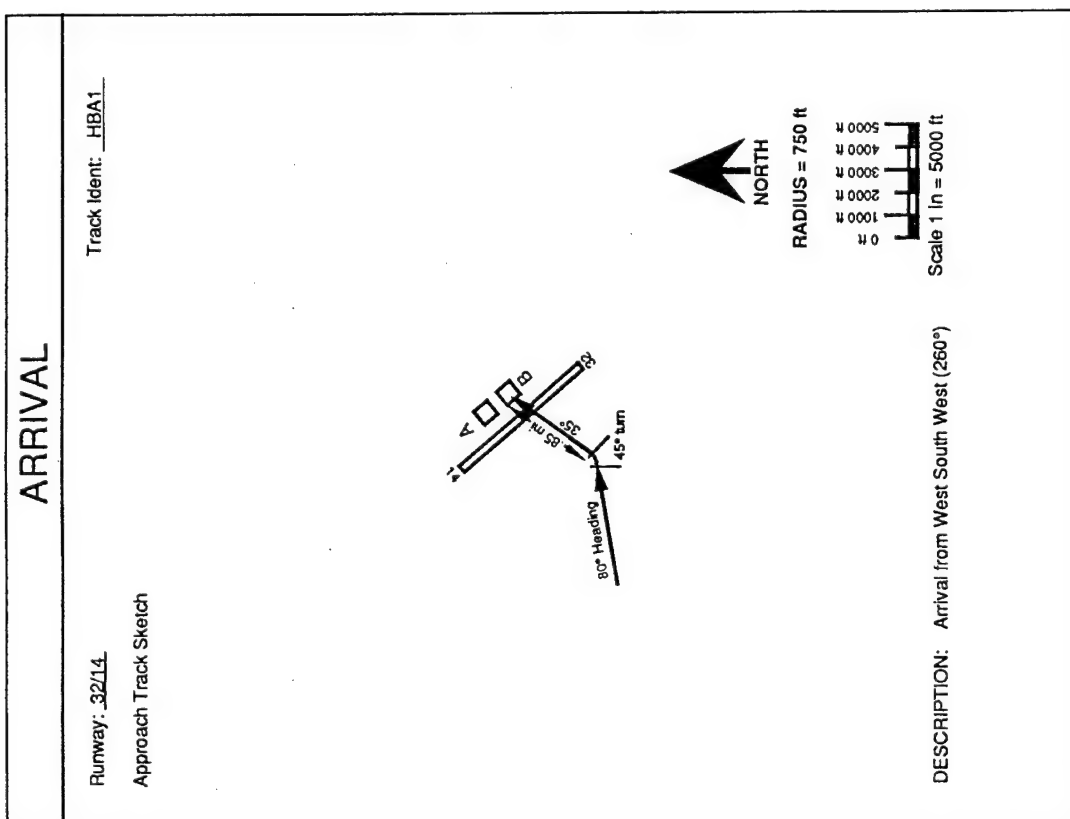
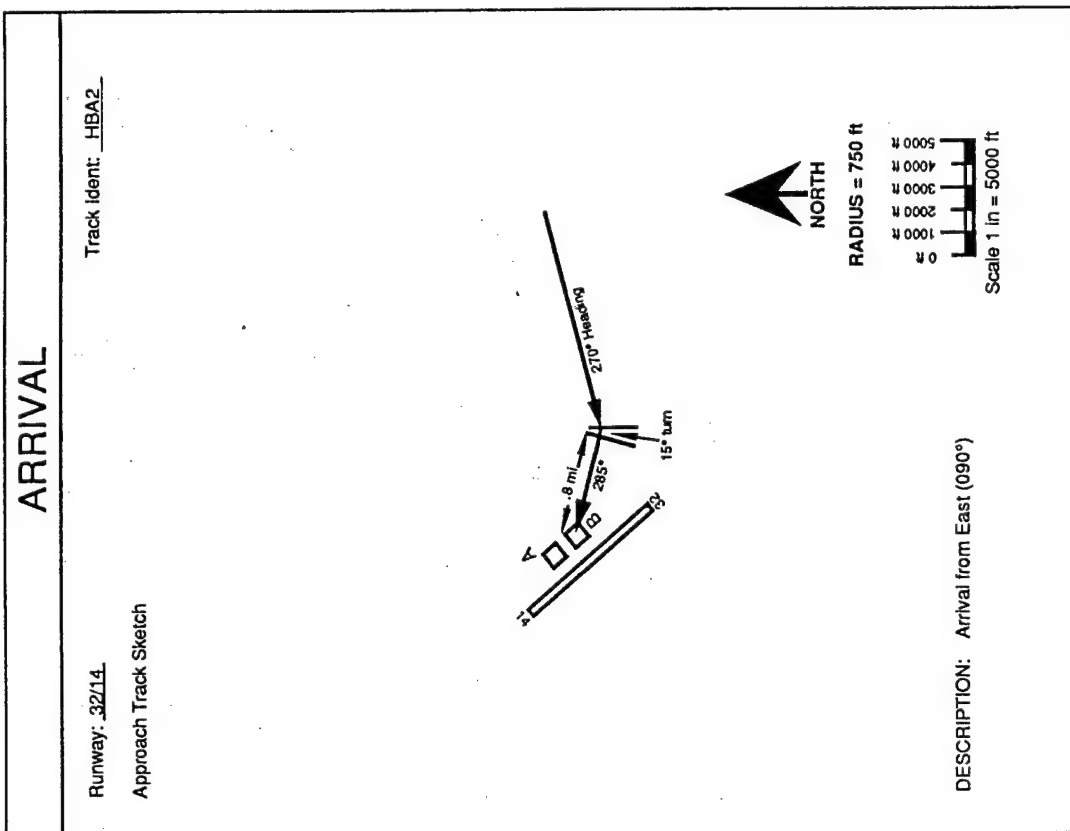


RADIUS = 750 ft



Scale 1 in = 5000 ft

DESCRIPTION: Closed pattern; turn right
Used by UH - 60's
Eliminated under Joint Use Plan

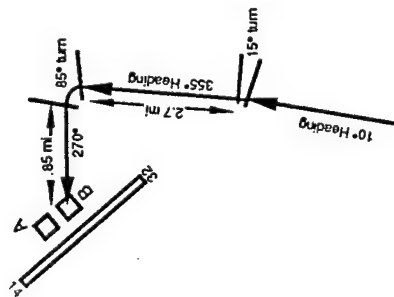


ARRIVAL

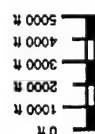
Runway: 32/14

Track Ident: HBA3

Approach Track Sketch



RADIUS = 750 ft



Scale 1 in = 5000 ft

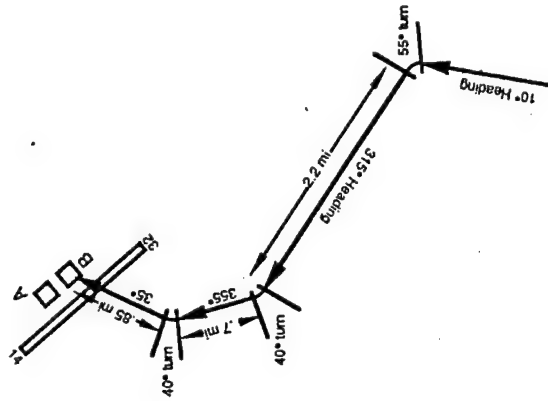
DESCRIPTION: Arrival from South (190°)

ARRIVAL

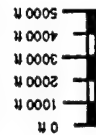
Runway: 32/14

Track Ident: HBA4

Approach Track Sketch



RADIUS = 750 ft



Scale 1 in = 5000 ft

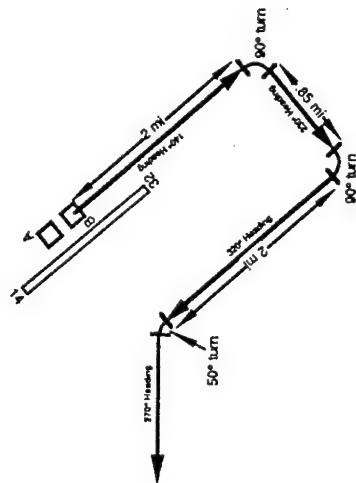
DESCRIPTION: Arrival from South (190°)

DEPARTURE

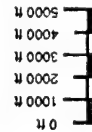
Runway: 32/14

Departure Track Sketch

Track Ident: HBD5



RADIUS = 750 ft



Scale 1 in = 5000 ft

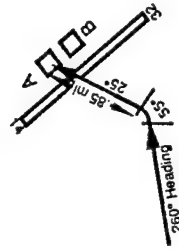
DESCRIPTION: Depart heading 140°, turn right to 320°, turn right to 230°, Turn left to 270°
Used by all transient helicopters

ARRIVAL

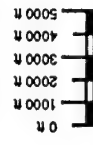
Runway: 32/14

Approach Track Sketch

Track Ident: HAA1



RADIUS = 750 ft



Scale 1 in = 5000 ft

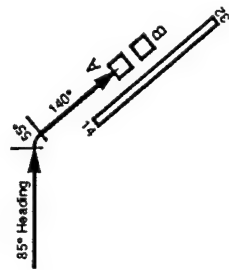
DESCRIPTION: Arrival from West South West (260°)

ARRIVAL

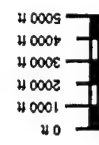
Runway: 32/14

Approach Track Sketch

Track Ident: HAA2



RADIUS = 750 ft



Scale 1 in = 5000 ft

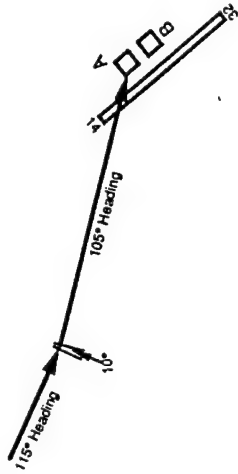
DESCRIPTION: Arrival from West (265°)

ARRIVAL

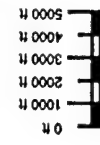
Runway: 32/14

Approach Track Sketch

Track Ident: HAA3



RADIUS = 750 ft



Scale 1 in = 5000 ft

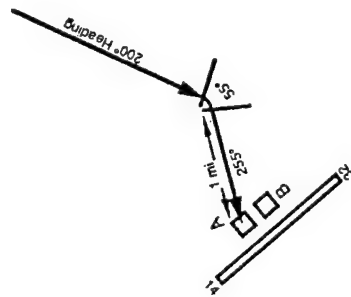
DESCRIPTION: Arrival from West North West (285°)

ARRIVAL

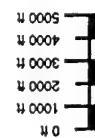
Runway: 32/14

Approach Track Sketch

Track Ident: HAA4



RADIUS = 750 ft



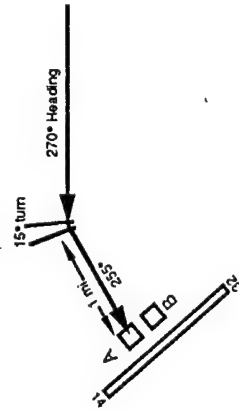
DESCRIPTION: Arrival North North East (020°)

ARRIVAL

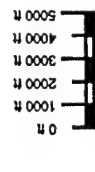
Runway: 32/14

Approach Track Sketch

Track Ident: HAA5



RADIUS = 750 ft



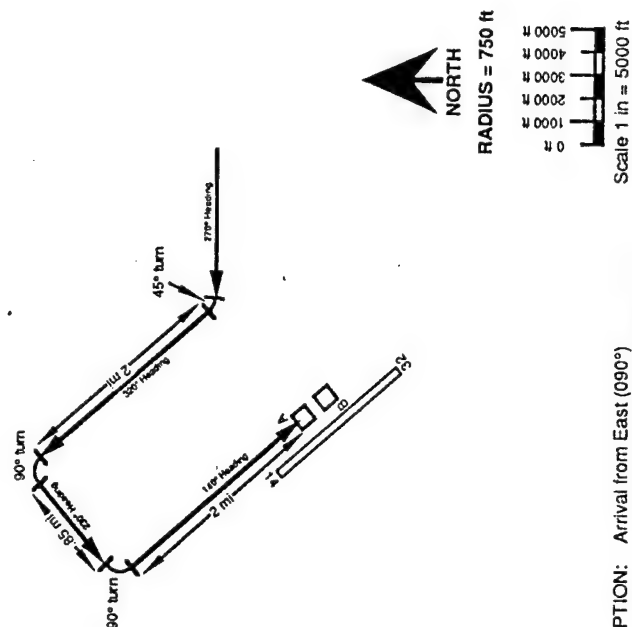
DESCRIPTION: Arrival from East (090°)

ARRIVAL

Track Id: HAA7

Runway: 32/14

Approach Track Sketch



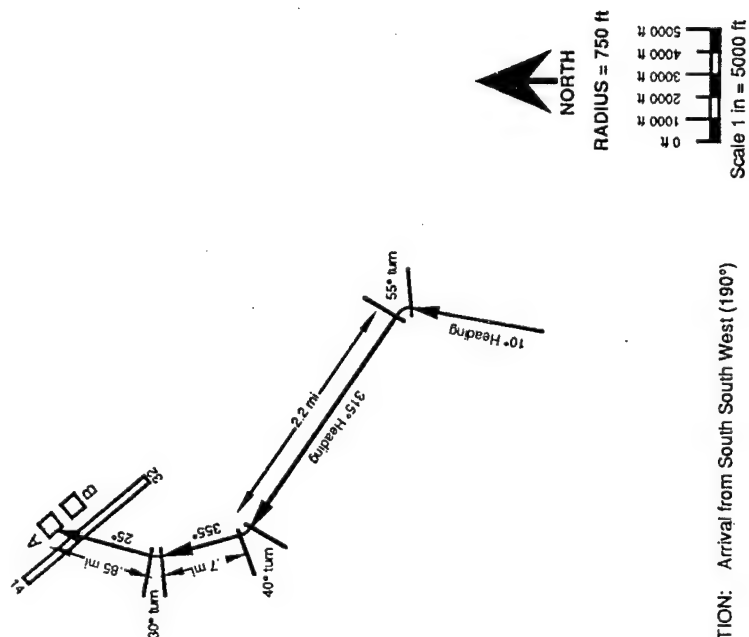
DESCRIPTION: Arrival from East (090°)
Used by all transient helicopters

ARRIVAL

Track Id: HAA6

Runway: 32/14

Approach Track Sketch



DESCRIPTION: Arrival from South South West (190°)

FLIGHT PROFILE

A/C TYPE: Q-12E USED ON TRACKS: 32DC[illegible]

[illegible]

A/C TYPE: C-12E USED ON TRACKS: 32DD

A/C TYPE: C-12E

USED ON TRACKS: 14AA32AA

[illegible][illegible]

FLIGHT PROFILE

A/C TYPE: ~~Q-12E~~

USED ON TRACKS: 14AB.32AB

[illegible]

FLIGHT PROFILE

A/C TYPE: C-12E

USED ON TRACKS: 14AC.32AC

[illegible]

FLIGHT PROFILE

A/C TYPE: Q-12F USED ON TRACKS: 14A

[illegible]

FLIGHT PROFILE

USED ON TRACKS: 32A1

[illegible]

FLIGHT PROFILE

USED ON TRACKS: 32A

[illegible]

FLIGHT PROFILE

USED ON TRACKS: 14CA.32CA

A/C TYPE: C-12E

[illegible][illegible]

FLIGHT PROFILE

A/C TYPE: C-21 USED ON TRACKS: 14DB

[illegible]

[illegible]

A/C TYPE: C-21
USED ON TRACKS: 14DD

[illegible]

	A	B	C
--	---	---	---

[illegible]

A/C TYPE: C-21

[illegible]

A B C D E

FLIGHT PROFILE

A/C TYPE: C-21

USED ON TRACKS: 32DB

[illegible]

FLIGHT PROFILE

A/C TYPE: C-21
USED ON TRACKS: 32DD

USED ON TRACKS: ~~32DD~~

[illegible]

A	B	C	D	E	F	G
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1	1	1	1	1	1	1
2	2	2	2	2	2	2
3	3	3	3	3	3	3
4	4	4	4	4	4	4
5	5	5	5	5	5	5
6	6	6	6	6	6	6
7	7	7	7	7	7	7
8	8	8	8	8	8	8
9	9	9	9	9	9	9
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26	26	26	26	26	26	26
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73	73	73	73	73	73	73
74	74	74	74	74		

FLIGHT PROFILE

A/C TYPE: C-21

A/C TYPE: C-21

[illegible][illegible]

FLIGHT PROFILE

USED ON TRACKS: 14AB,32AB

A/C TYPE: ~~C-21~~
USED ON TRACKS: ~~14AC,32AC~~

[illegible][illegible]

FLIGHT PROFILE

A/C TYPE: C-21 USED ON TRACKS: 14AH, 32AH
14AF, 32AF

[illegible]

FLIGHT PROFILE

A/C TYPE: C-21
USED ON TRACKS: 14AD.32AD.

[illegible]

FLIGHT PROFILE

USED ON TRACKS: 14A

USED ON TRACKS: ~~14A~~

[illegible]

FLIGHT PROFILE

A/C TYPE: C-21 USED ON TRACKS: 32A1

A/C TYPE: C-21 USED ON TRACKS: 32A-J

[illegible][illegible]

FLIGHT PROFILE

A/C TYPE: Q-21 USED ON TRACKS: ~~14CC.32CC~~
14CE.32CE

USED ON TRACKS: 14CA.32CA

[illegible][illegible]

FLIGHT PROFILE

USED ON TRACKS: 14DA,4ZDA

USED ON TRACKS: 14DB.4ZDB

[illegible]

FLIGHT PROFILE

A/C TYPE: C-29

USED ON TRACKS: 14DD.4ZDD

[illegible]

FLIGHT PROFILE

A/C TYPE: C-29

USED ON TRACKS: 32DA.2ZDA

[illegible]

FLIGHT PROFILE

USED ON TRACKS: 32DB,2ZDB

[illegible]

FLIGHT PROFILE

USED ON TRACKS: 32DC.2ZDC

A/C TYPE: C-29 USED ON TRACKS: 32DD.2ZDD

[illegible]

FLIGHT PROFILE

A/C TYPE: C-29 USED ON TRACKS: 32DF.2ZDE

USED ON TRACKS: 32DE.2ZDE

[illegible]

FLIGHT PROFILE

14AA.14AK
32AA.32AK

USED ON TRACKS: 14AB.32AB

[illegible][illegible]

FLIGHT PROFILE

USED ON TRACKS: 14AC.32AC

[illegible]

FLIGHT PROFILE

USED ON TRACKS: ~~14AD.32AD~~

[illegible]

[illegible]

A/C TYPE: C-29

[illegible][illegible]

A/C TYPE: C-29

[illegible]

FLIGHT PROFILE

A/C TYPE: C-29

[illegible][illegible]

FLIGHT PROFILE

A/C TYPE: C-29 USED ON TRACKS: 14CA.32CA

[illegible]

FLIGHT PROFILE

A/C TYPE: C-29
USED ON TRACKS: 14CC,32CC
14CE,32CE

[illegible]

FLIGHT PROFILE

A/C TYPE: C-9A USED ON TRACKS: 4ZDA

[illegible]

FLIGHT PROFILE

A/C TYPE: C-9A
USED ON TRACKS: 2ZDC

[illegible]

FLIGHT PROFILE

USED ON TRACKS: 14AA.32AA

USED ON TRACKS: 14AH.32AH
14AF.32AF

[illegible]

FLIGHT PROFILE

A/C TYPE: C-9A USED ON TRACKS: 14A~~J~~

[illegible]

FLIGHT PROFILE

A/C TYPE: C-9A USED ON TRACKS: 32AJ

[illegible]

FLIGHT PROFILE

A/C TYPE: C-9A USED ON TRACKS: 14CC.32CC
14CE.32CE

[illegible]

FLIGHT PROFILE

A/C TYPE: U-8

[illegible]

FLIGHT PROFILE

A/C TYPE: UH-60UH-1 USED ON TRACKS: HAA1.HBA1
HAD1.HBD1

[illegible]

FLIGHT PROFILE

A/C TYPE: C-9A USED ON TRACKS: 4ZDC

[illegible]

FLIGHT PROFILE

A/C TYPE: UH-60UH-1 USED ON TRACKS: HAA3.HAD3

[illegible]

FLIGHT PROFILE

A/C TYPE: UH-60,UH-1
USED ON TRACKS: HBA3,HBD3

[illegible]

FLIGHT PROFILE

A/C TYPE: UH-60UH-1
USED ON TRACKS: HBA2.HBD2

A/C TYPE: UH-60UH-1 USED ON TRACKS: HAA4,HAA5
HAD4,HAD5

[illegible][illegible]

[illegible]

A/C TYPE: UH-60 UH-1 USED ON TRACKS: HAC1

[illegible][illegible]

A/C TYPE: UH-60UH-1 USED ON TRACKS: HAAZ.HBA5
HADZ.HBD5

[illegible]

SCOTT AFB

GROUND RUNUP LOCATIONS

PAD IDENT.	COORDINATES		HEADING
	NORTH	WEST	
B22	38° 32' 37.1"	89° 51' 12.5"	270°
B24	38° 32' 38.2"	89° 51' 11.2"	270°
B25	38° 32' 38.6"	89° 51' 10.4"	270°
L30	38° 32' 15.8"	89° 50' 57.9"	270°
L31	38° 32' 16.5"	89° 50' 58.1"	270°

SCOTT AFB

GROUND RUNUP LOCATIONS

PAD IDENT.	COORDINATES		HEADING
	NORTH	WEST	
A4	38° 32' 21.9"	89° 51' 33.2"	270°
A6	38° 32' 23.1"	89° 51' 31"	270°
A7	38° 32' 24.2"	89° 51' 30"	270°
A10	38° 32' 26.3"	89° 50' 26.9"	270°
A12	38° 32' 27.4"	89° 50' 25.1"	270°

SCOTT AFB EXISTING - MONDAY THROUGH FRIDAY

ENGINE GROUND RUNUP SUMMARY

LOCATION IDENT.	TYPE-NO. AIRCRAFT ENGINE	ENGINE POWER (EPR)	NUMBER RUNUPS PER PD.		DURATION IN SEC. PER RUN
			0701-2200	2201-0700	
A4	C-9	1.911	2	0	29.954
TYPE RUNUP: MAINTENANCE					
REMARKS:					
		A/B			
SUPPRESSION: NONE					

A6	C-9	.862	2	0	82.949
TYPE RUNUP: CRACKED INLET					
REMARKS:					
		1.89	2	0	29.954
		2.09	1	0	11.521
		A/B			
SUPPRESSION: NONE					

B24	C-9	.63	1	0	165.899
TYPE RUNUP:					
REMARKS:					
		A/B			
SUPPRESSION: NONE					

SCOTT AFB FUTURE - MONDAY THROUGH FRIDAY

ENGINE GROUND RUNUP SUMMARY

LOCATION IDENT.	TYPE-NO. AIRCRAFT ENGINE	ENGINE POWER (EPR)	NUMBER RUNUPS PER PD.		DURATION IN SEC. PER RUN
			0701-2200	2201-0700	
B-25	C-12	1.197	1	0	5.419
TYPE RUNUP: ENGINE TRIM					
REMARKS:					
		1.365	1	0	5.419
		1.575	1	0	5.419
		1.89	1	0	5.419
		2.111	1	0	5.419
		A/B			
SUPPRESSION: NONE					

L31	C-9	.966	1	0	8.71
TYPE RUNUP: ENGINE CHANGE					
REMARKS:					
		2.087	1	0	21.774
		2.159	1	0	36.29
		A/B			
SUPPRESSION: NONE					

TYPE RUNUP:					
REMARKS:					
		A/B			
SUPPRESSION: NONE					

SCOTT AFB EXISTING - MONDAY THROUGH FRIDAY

ENGINE GROUND RUNUP SUMMARY

LOCATION IDENT.	TYPE-NO. AIRCRAFT ENGINE	ENGINE POWER (EPR)	NUMBER RUNUPS PER PD.		DURATION IN SEC. PER RUN
			0701-2200	2201-0700	
A12	C-9	2.016	2	0	41.475
TYPE RUNUP: ENGINE TRIM					
REMARKS:					
		1.89	2	0	20.737
		1.155	2	0	41.475
		A/B			
SUPPRESSION: NONE					

B22	C-9	2.016	1	0	82.949
TYPE RUNUP: PERFORMANCE RUN					
REMARKS:					
		1.89	1	0	29.954
		1.176	1	0	55.3
		A/B			
SUPPRESSION: NONE					

L30	C-9	.945	1	0	6.912
TYPE RUNUP: MX VIB. F/C					
REMARKS:					
		2.016	1	0	82.949
		1.89	1	0	27.65
		A/B			
SUPPRESSION: NONE					

SCOTT AFB FUTURE - MONDAY THROUGH FRIDAY

ENGINE GROUND RUNUP SUMMARY

LOCATION IDENT.	TYPE-NO. AIRCRAFT ENGINE	ENGINE POWER (EPR)	NUMBER RUNUPS PER PD.		DURATION IN SEC. PER RUN
			0701-2200	2201-0700	
B-25	C-29	.903	1	0	8.129
TYPE RUNUP:					
REMARKS:					
		1.785	2	0	1.625
		1.995	1	0	16.257
		2.165	4	0	13.006
		A/B			
SUPPRESSION: NONE					

A10	C-9	1.197	1	0	7.258
TYPE RUNUP:					
REMARKS:					
		1.365	2	0	7.258
		1.575	1	0	3.629
		1.995	1	0	3.629
		A/B			
SUPPRESSION: NONE					

A7	C-9	1.995	1	0	42.338
TYPE RUNUP: TRANSMISSION CHECK					
REMARKS:					
		A/B			
SUPPRESSION: NONE					

SCOTT AFB EXISTING - MONDAY THROUGH FRIDAY

ENGINE GROUND RUNUP SUMMARY

LOCATION IDENT.	TYPE-NO. AIRCRAFT ENGINE	ENGINE POWER (EPR)	NUMBER RUNUPS PER PD.		DURATION IN SEC. PER RUN
			0701-2200	2201-0700	
B-25	C-29	.903	1	0	7.742
TYPE RUNUP: _____					
REMARKS:					
		1.785	2	0	1.548
		1.995	1	0	15.483
		2.165	4	0	12.387
		A/B			
SUPPRESSION: NONE					

A10	C-9	1.197	1	0	6.912
TYPE RUNUP: _____					
REMARKS:					
		1.365	2	0	6.912
		1.575	1	0	3.456
		1.995	1	0	3.456
		A/B			
SUPPRESSION: NONE					

A7	C-9	1.995	1	0	40.322
TYPE RUNUP: TRANSMISSION CHECK					
REMARKS:					
		A/B			
SUPPRESSION: NONE					

SCOTT AFB FUTURE - MONDAY THROUGH FRIDAY

ENGINE GROUND RUNUP SUMMARY

LOCATION IDENT.	TYPE-NO. AIRCRAFT ENGINE	ENGINE POWER (EPR)	NUMBER RUNUPS PER PD.		DURATION IN SEC. PER RUN
			0701-2200	2201-0700	
A12	C-9	2.016	2	0	43.549
TYPE RUNUP: ENGINE TRIM					
REMARKS:					
		1.89	2	0	21.774
		1.155	2	0	43.549
		A/B			
SUPPRESSION: NONE					

B22	C-9	2.016	1	0	87.096
TYPE RUNUP: PERFORMANCE RUN					
REMARKS:					
		1.89	1	0	31.452
		1.176	1	0	58.065
		A/B			
SUPPRESSION: NONE					

L30	C-9	.945	1	0	7.258
TYPE RUNUP: MX.VIB.F/C					
REMARKS:					
		2.016	1	0	87.096
		1.89	1	0	29.033
		A/B			
SUPPRESSION: NONE					

SCOTT AFB EXISTING - MONDAY THROUGH FRIDAY

ENGINE GROUND RUNUP SUMMARY

LOCATION IDENT.	TYPE-NO. AIRCRAFT ENGINE	ENGINE POWER (EPR)	NUMBER RUNUPS PER PD.		DURATION IN SEC. PER RUN
			0701-2200	2201-0700	
B-25	C-12	1.197	1	0	5.161
TYPE RUNUP: ENGINE TRIM					
REMARKS:					
		1.365	1	0	5.161
		1.575	1	0	5.161
		1.89	1	0	5.161
		2.111	1	0	5.161
		A/B			
SUPPRESSION: NONE					

L31	C-9	.966	1	0	8.295
TYPE RUNUP: ENGINE CHANGE					
REMARKS:					
		2.087	1	0	20.737
		2.159	1	0	34.562
		A/B			
SUPPRESSION: NONE					

TYPE RUNUP:					
REMARKS:					
		A/B			
SUPPRESSION: NONE					

SCOTT AFB FUTURE - MONDAY THROUGH FRIDAY

ENGINE GROUND RUNUP SUMMARY

LOCATION IDENT.	TYPE-NO. AIRCRAFT ENGINE	ENGINE POWER (EPR)	NUMBER RUNUPS PER PD.		DURATION IN SEC. PER RUN
			0701-2200	2201-0700	
A4	C-9	1.911	2	0	31.452
TYPE RUNUP: MAINTENANCE					
REMARKS:					
		A/B			
SUPPRESSION: NONE					

A6	C-9	.882	2	0	87.096
TYPE RUNUP: CRACKED INLET					
REMARKS:					
		1.89	2	0	31.452
		2.09	1	0	12.097
		A/B			
SUPPRESSION: NONE					

B24	C-9	.63	1	0	174.194
TYPE RUNUP:					
REMARKS:					
		A/B			
SUPPRESSION: NONE					

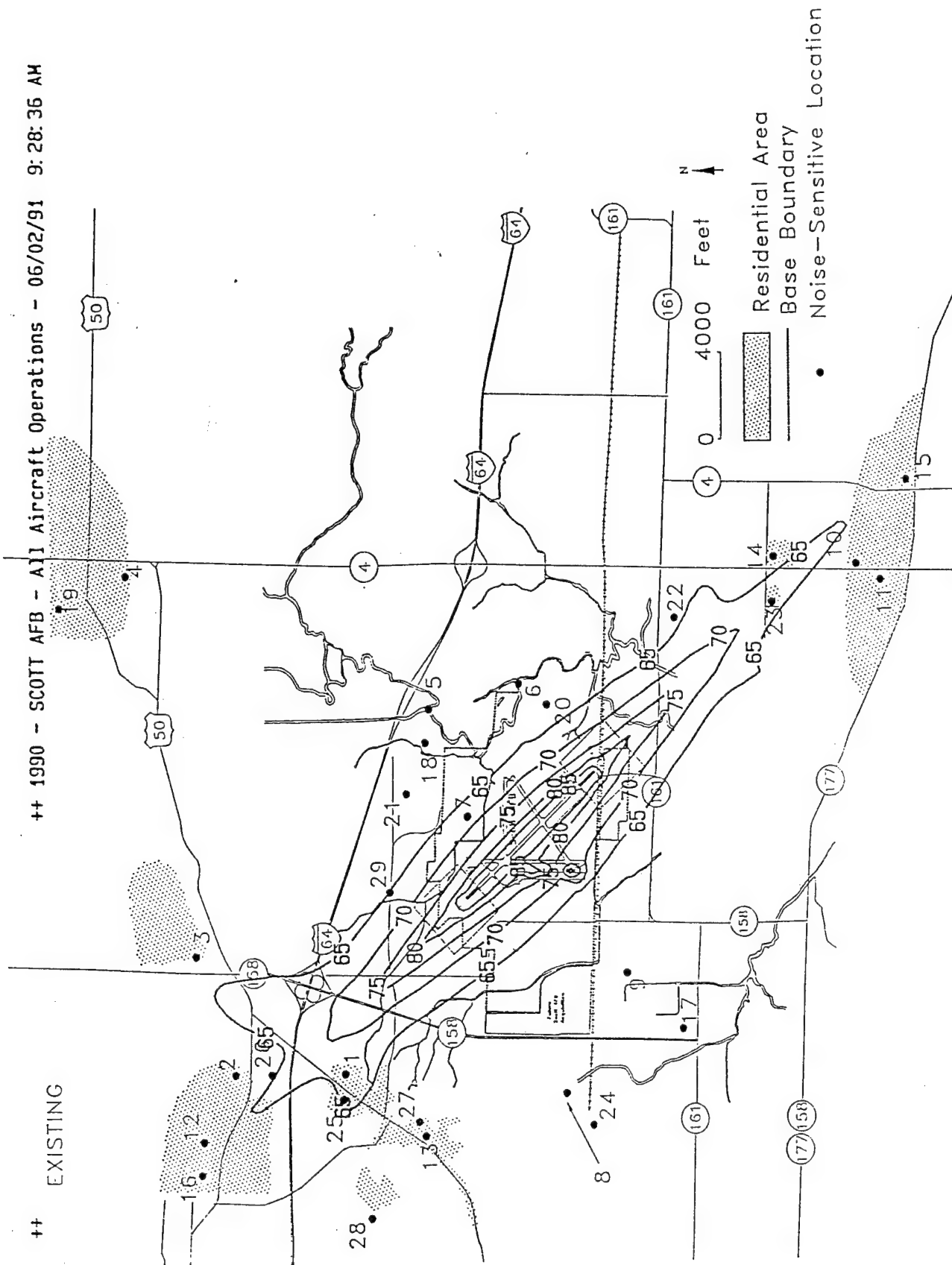
Volume II

Appendix D

Component Contours for the 1989 SCOTT AFB Noise Study

++ 1990 - SCOTT AFB - All Aircraft Operations - 06/02/91 9:28:35 AM

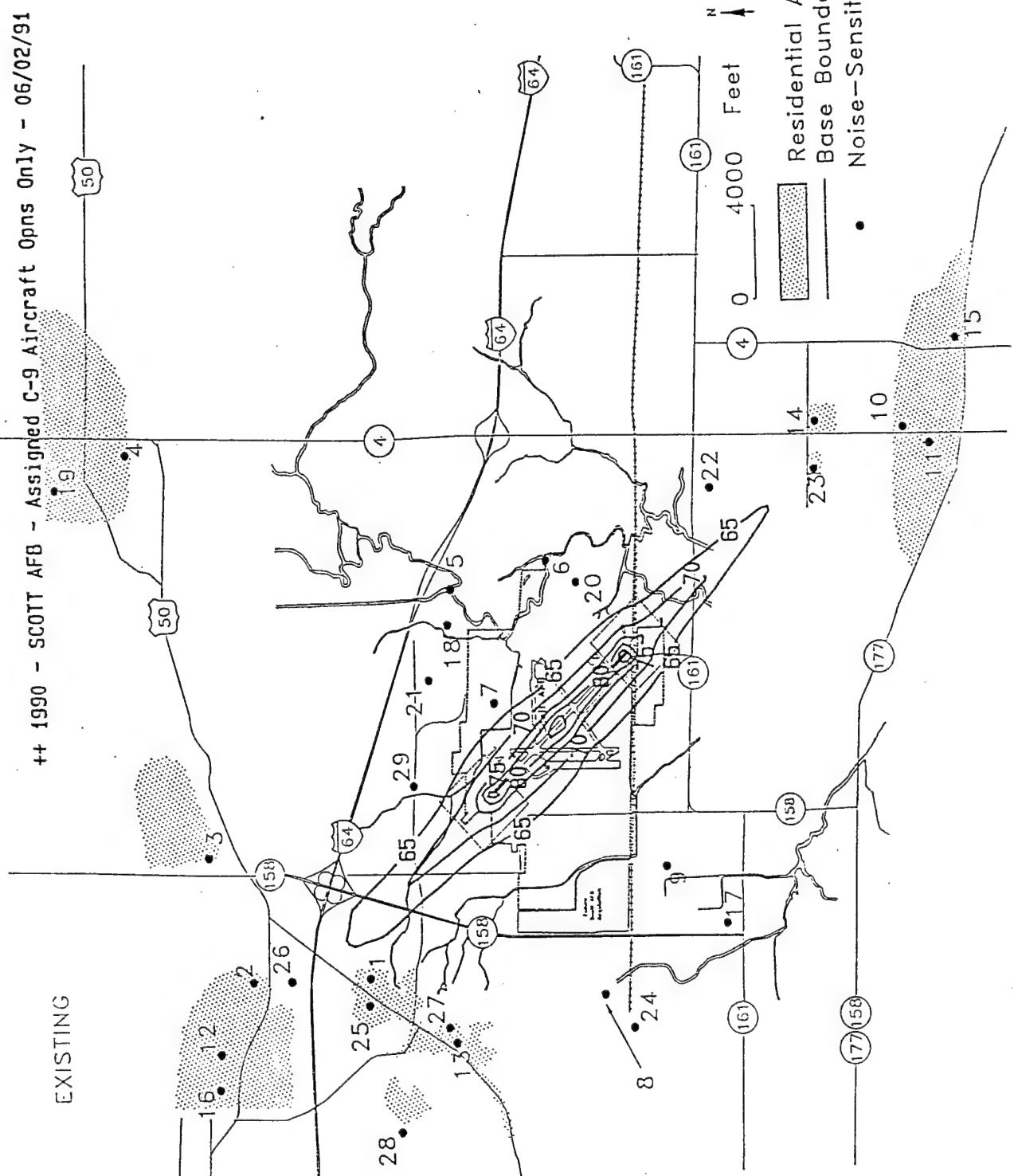
++ EXISTING



++ 1990 - SCOTT AFB - Assigned C-9 Aircraft Opns Only - 06/02/91 9:36:56 AM



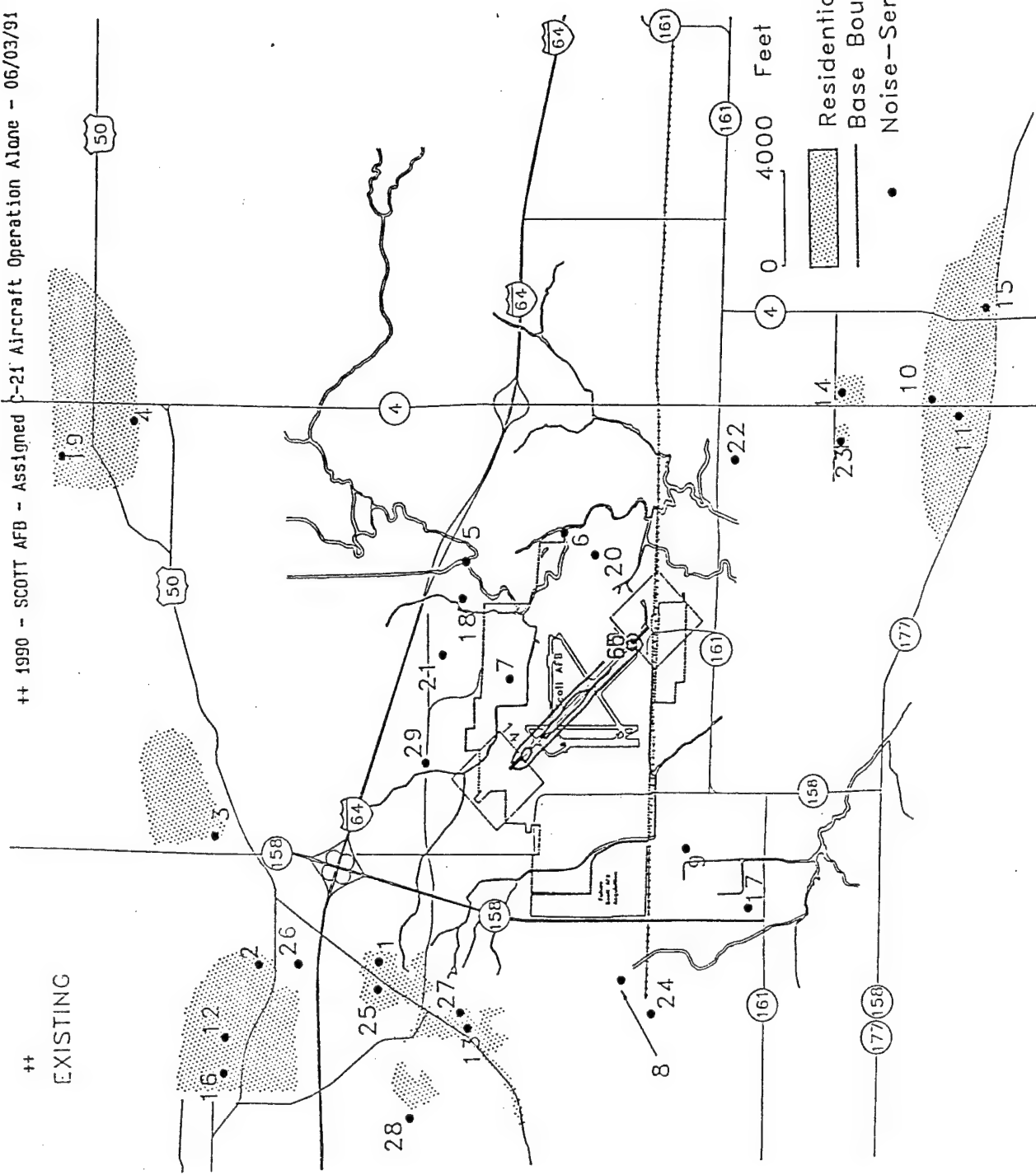
EXISTING



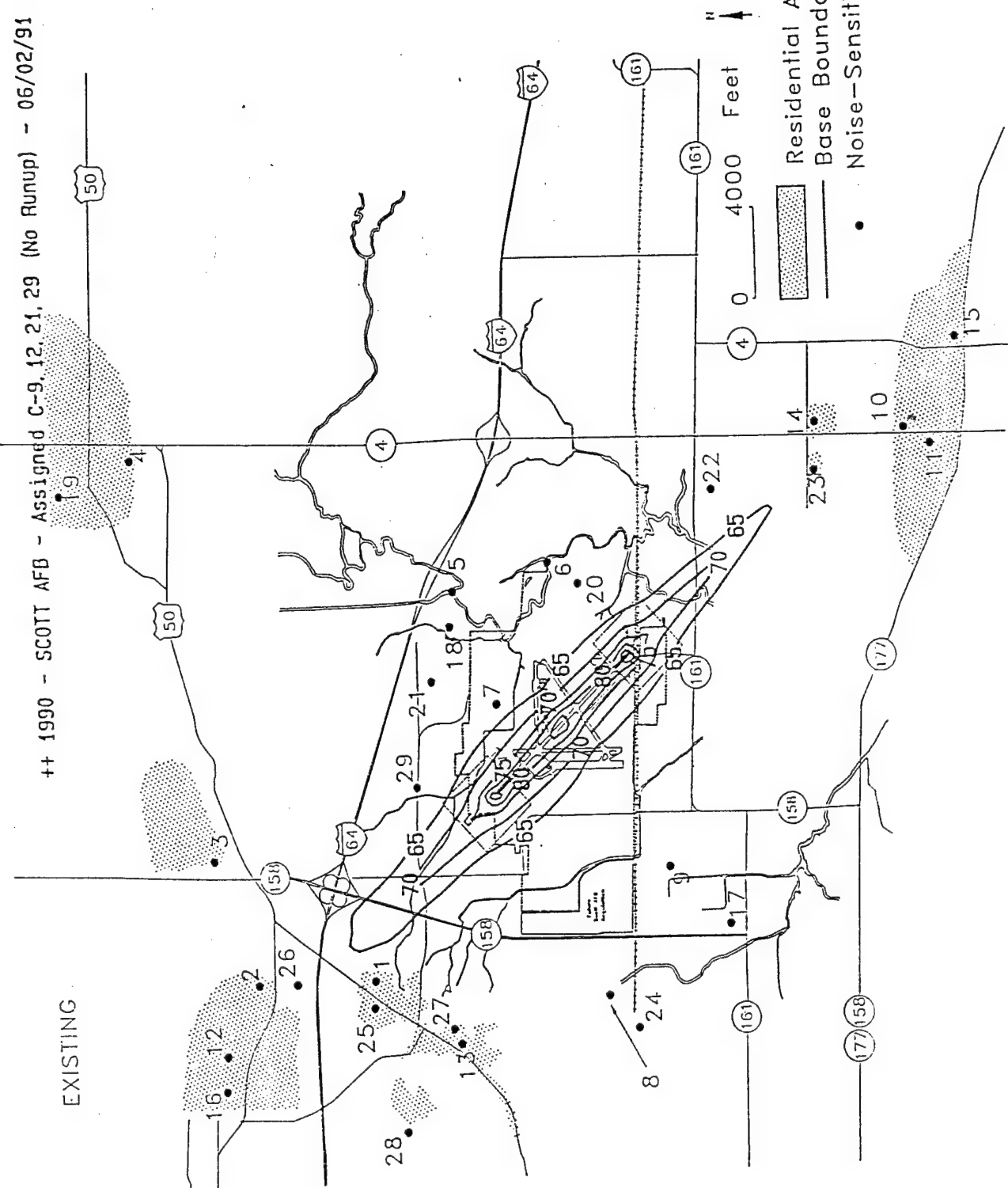
++ 1990 - SCOTT AFB - Assigned C-21 Aircraft Operation Alone - 06/03/91 2:37:44 PM



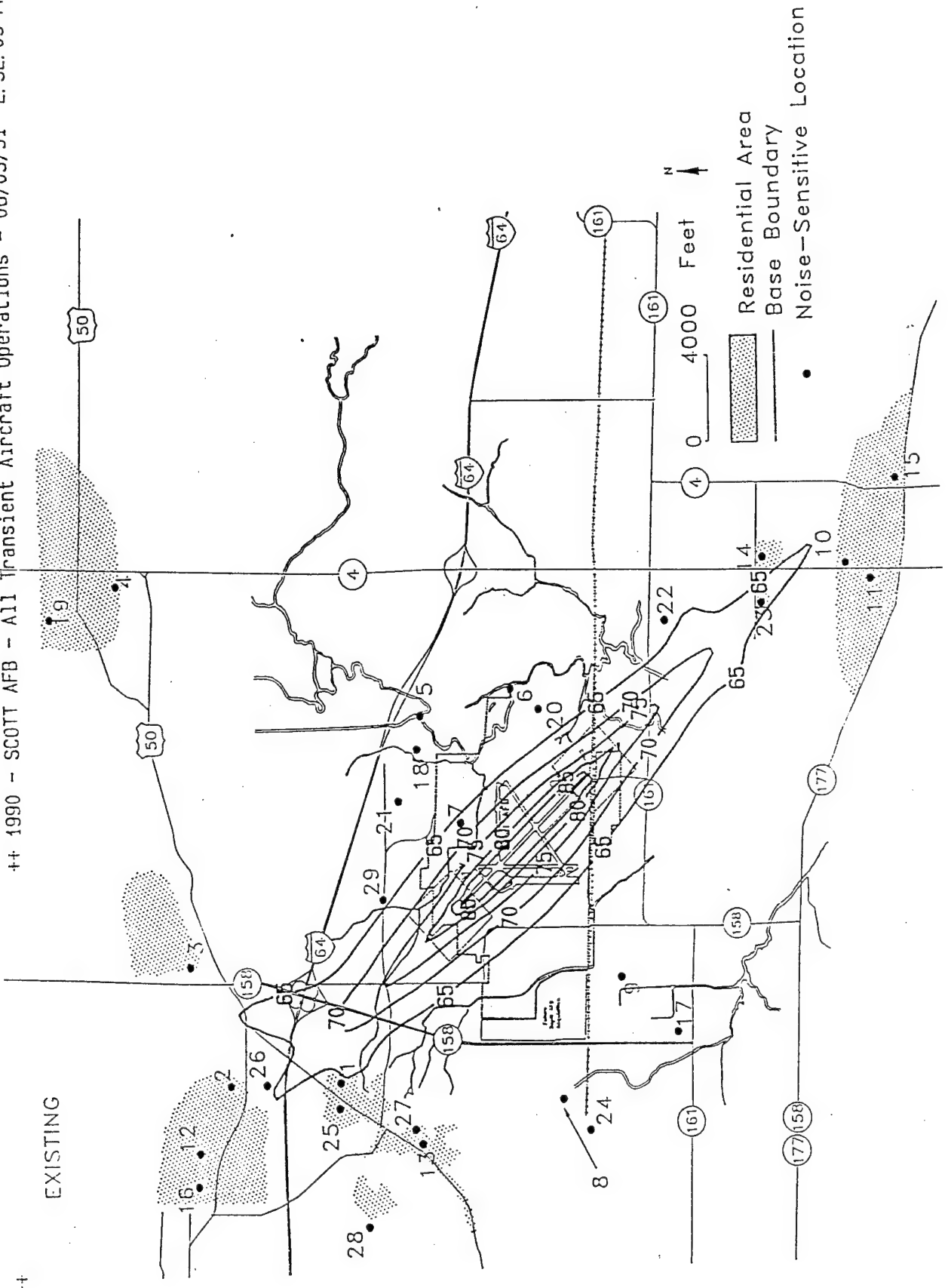
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EXISTING



++ 1990 - SCOTT AFB - Assigned C-9, 12, 21, 29 (No Runup) - 06/02/91 9:33:45 AM



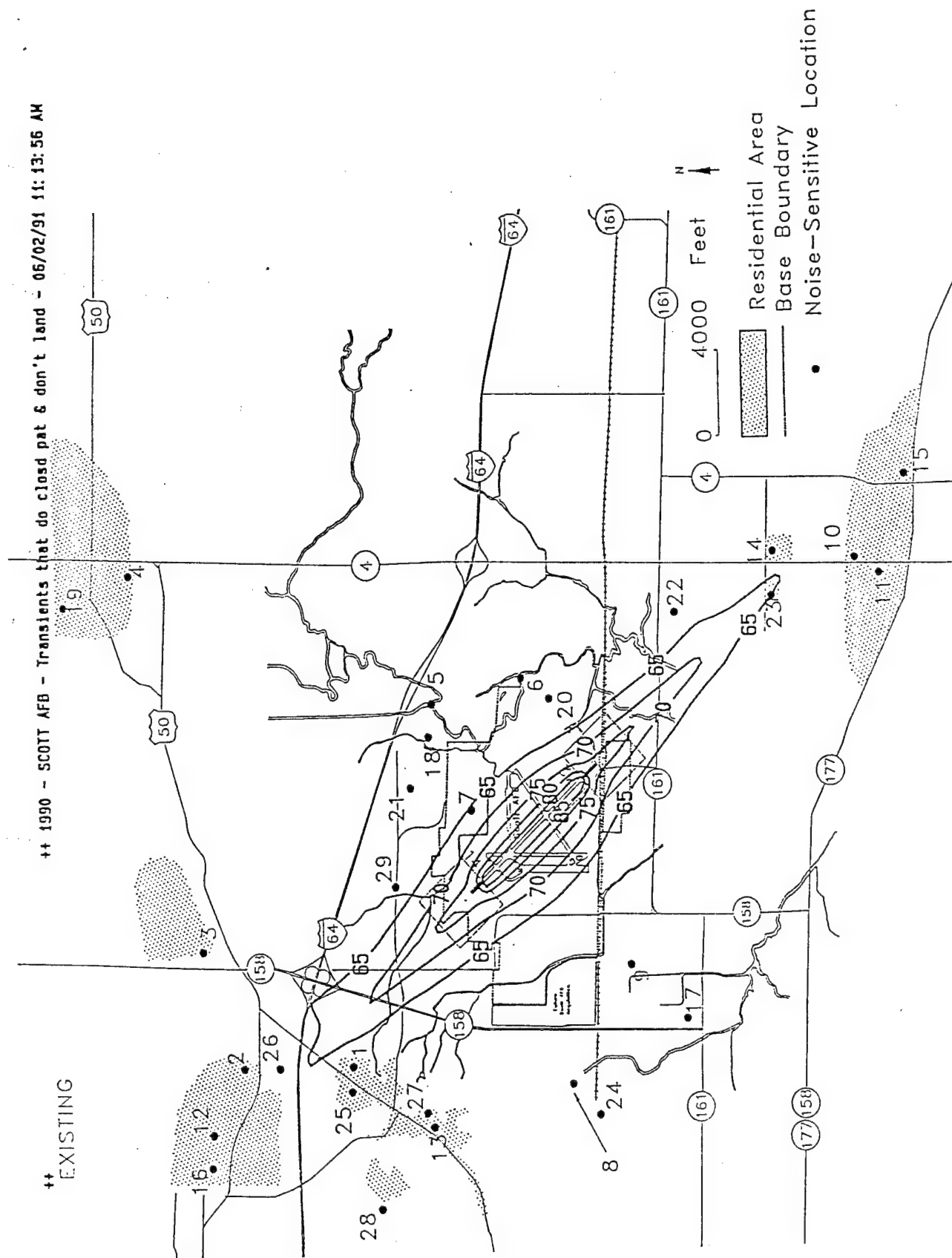
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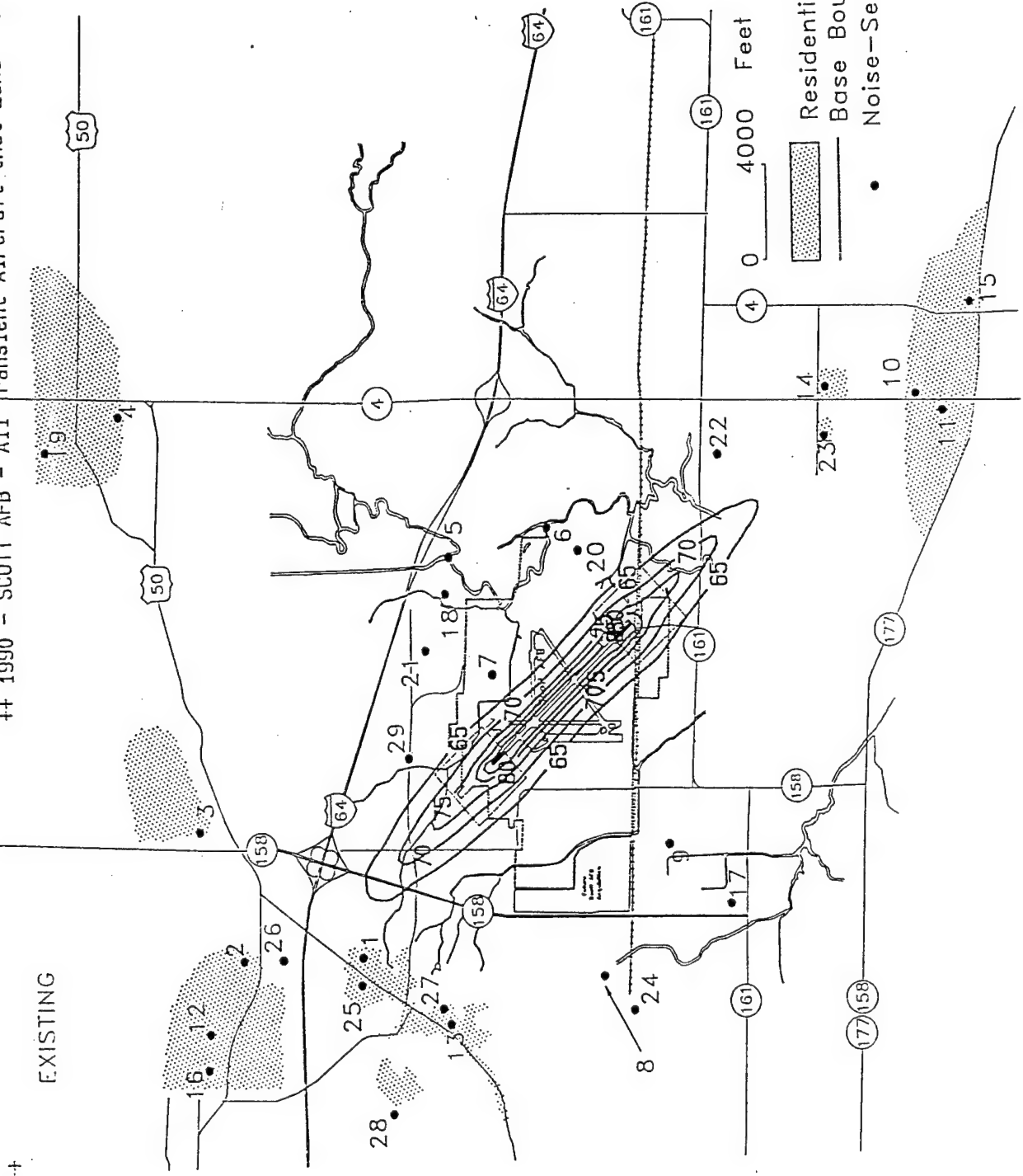
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++ 1990 - SCOTT AFB - Transients that do closed pat & don't land - 06/02/91 11:13:56 AM

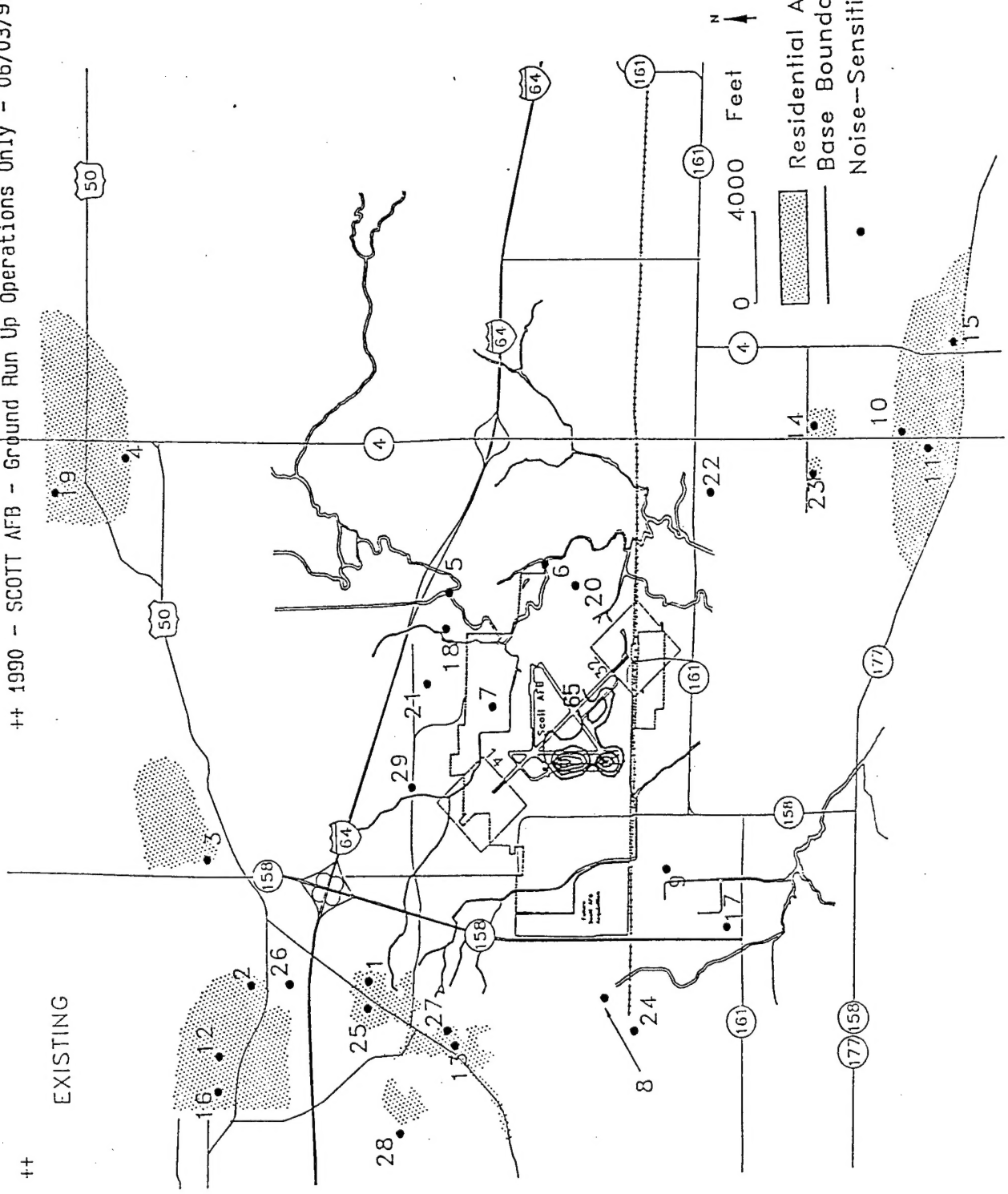
++ EXISTING



++ 1990 - SCOTT AFB - All Transient Aircraft that Land - 06/03/91 2:29:41 PM

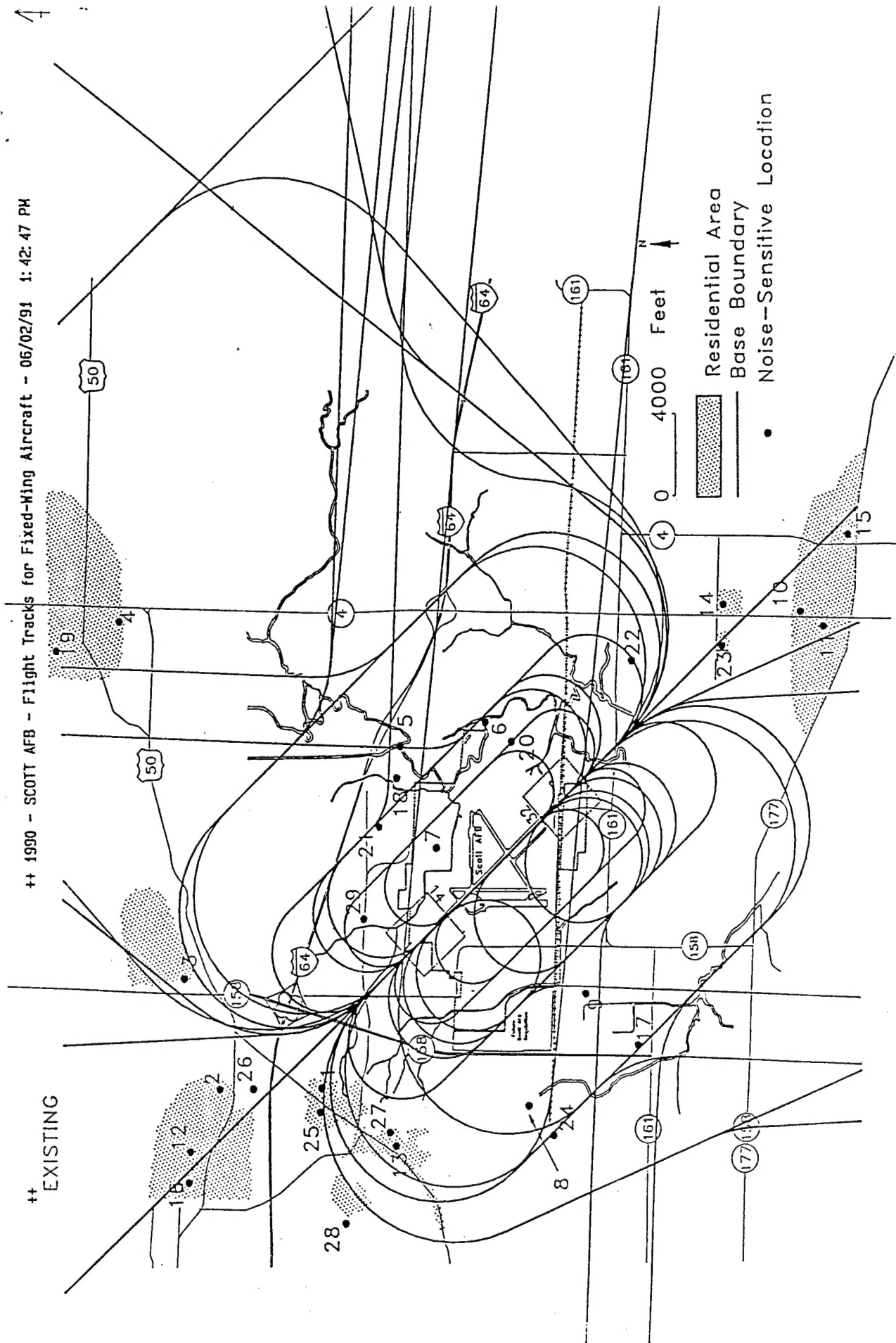


++ 1990 - SCOTT AFB - Ground Run Up Operations Only - 06/03/91 2:35:44 PM

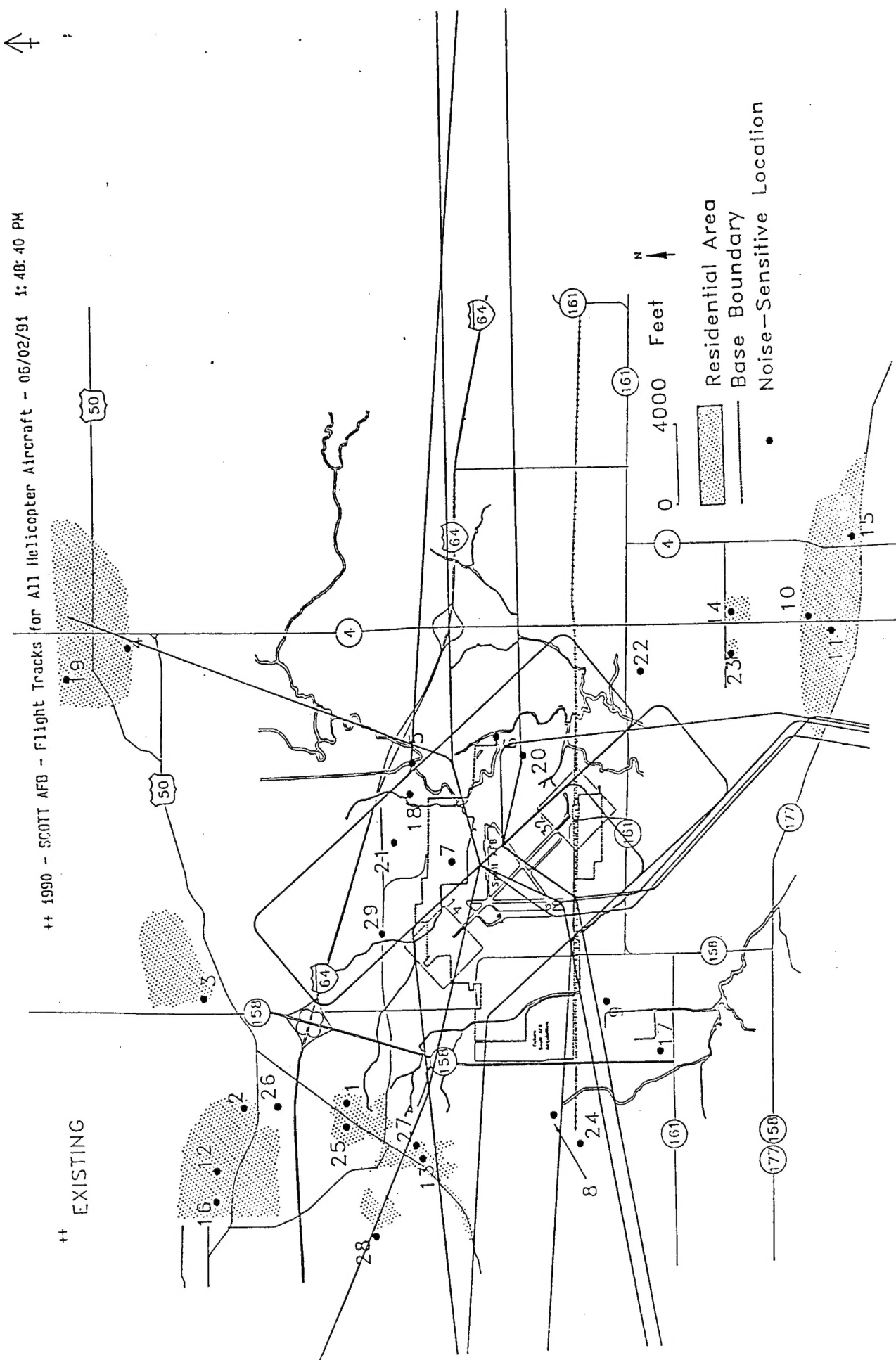


++ 1990 - SCOTT AFB - Flight Tracks for Fixed-Wing Aircraft - 06/02/91 1:42:47 PM

++ EXISTING



++ 1990 - SCOTT AFB - Flight Tracks for All Helicopter Aircraft - 05/02/91 1:48:40 PM



++ EXISTING

